REPUBLIC OF CYPRUS

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AIRAC AIP AMDT 003/21

Publication Date: 29 Jul 2021
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1. Amendment content:
The following sections of AIP were updated:

GEN 3.2 List of Aeronautical Charts
GEN 3.6 Emergency Locator Transmitter (ELT)

ENR 3.3 M13 Significant Point Remarks and Route Remarks
ENR 4.1 Radio Navigation Aids - En Route
ENR 4.4 Point ENIAS added, point ROCAS removed
ENR 5.4 New obstacles added

AD LCLK 2.19 Radio Navigation and Landing Aids

AD LCPH 2.2 Aerodrome Geographical and Administrative Data
AD LCPH 2.8 Aprons, Taxiways and Check Locations Data
AD LCPH 2.12Runway Physical Characteristics
AD LCPH 2.15 Other Lighting, Secondary Supply
AD LCPH 2.19 Radio Navigation and Landing Aids
AD LCPH 2.24 New Aerodrome, IAC, STAR, SID, VAC charts

2. Hand corrections to the following pages:
Nil

3. Record entry of amendment in GEN 0.2.

4. This AIP amendment incorporates information contained in the following publications:
NOTAM:
A0882/21
SUP:
Nil
AIC:
Nil

5. Insert / remove the pages as shown in list on the next page:

Insert the following pages		Remove the following pages	
GEN 0.2 - 1/2	07 OCT 21	GEN 0.2 - 1/2	15 JUL 21
GEN 0.4 - 1/2	07 OCT 21	GEN 0.4 - 1/2	15 JUL 21
GEN 0.4 - 3/4	07 OCT 21	GEN 0.4 - 3/4	15 JUL 21
GEN 0.6 - 1/2	07 OCT 21	GEN 0.6 - 1/2	15 JUL 21
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GEN 3.2 - 5/6	07 OCT 21	GEN 3.2 - 5/6	15 JUL 21
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GEN 3.6 - 3/4	07 OCT 21	GEN 3.6 - 3/4	25 MAY 17
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AD 2.LCPH - 1/2	07 OCT 21	AD 2.LCPH - 1/2	06 DEC 18
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GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*
002/2013	19-Apr-2013	30-May-2013	
001/2014	09-Jan-2014	06-Mar-2014	
002/2014	18-Sep-2014	13-Nov-2014	
001/2015	16-Apr-2015	28-May-2015	
001/2016	24-Dec-2015	04-Feb-2016	
002/2016	21-Jan-2016	31-Mar-2016	
003/2016	04-Aug-2016	13-Oct-2016	
001/2017	30-Mar-2017	25-May-2017	
002/2017	27-Apr-2017	22-Jun-2017	
001/2018	21-Dec-2017	01-Feb-2018	
002/2018	01-Mar-2018	26-Apr-2018	
003/2018	25-Oct-2018	06-Dec-2018	
001/2019	11-Apr-2019	23-May-2019	
002/2019	26-Sep-2019	07-Nov-2019	
001/2020	24-Jan-2020	26-Mar-2020	
002/2020	04-Jul-2020	13-Aug-2020	
003/2020	24-Sep-2020	05-Nov-2020	
001/2021	11-Feb-2021	22-Apr-2021	
002/2021	03-Jun-2021	15-Jul-2021	
003/2021	29-Jul-2021	07-Oct-2021	

NON-AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*
001/2013	16-Jun-2013	30-Jun-2013	
001/2015	12-Aug-2015	13-Aug-2015	
001/2016	06-Jul-2016	07-Jul-2016	

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PART 1 - GENERAL (GEN)

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 2 TABLES AND CODES

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GEN 4 CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

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GEN 4.1 - 2	13 NOV 14	GEN 4.1 - 5	30 JUN 13	GEN 4.2 - 2	15 JUL 21
GEN 4.1 - 3	13 AUG 15	GEN 4.1 - 6	30 JUN 13		

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ENR 1.1 - 9	04 FEB 16	ENR 1.4 - 4	13 AUG 20	ENR 1.10 - 11	23 MAY 19
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ENR 1.1 - 28	04 FEB 16	ENR 1.9 - 1	13 AUG 20	ENR 1.14 - 6	23 MAY 19
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ENR 1.1 - 30	04 FEB 16	ENR 1.9 - 3	13 AUG 20	ENR 1.14 - 8	23 MAY 19
ENR 1.1 - 31	04 FEB 16	ENR 1.9 - 4	13 AUG 20	ENR 1.14 - 9	23 MAY 19
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ENR 3.1 - 2	15 JUL 21	ENR 3.1 - 12	15 JUL 21	ENR 3.3 - 6	13 AUG 20
ENR 3.1 - 3	15 JUL 21	ENR 3.1 - 13	26 MAR 20	ENR 3.3 - 7	15 JUL 21
ENR 3.1 - 4	15 JUL 21	ENR 3.1 - 14	26 MAR 20	ENR 3.3 - 8	15 JUL 21
ENR 3.1 - 5	13 AUG 20	ENR 3.2 - 1	13 AUG 20	ENR 3.3 - 9	07 OCT 21
ENR 3.1 - 6	13 AUG 20	ENR 3.2 - 2	13 AUG 20	ENR 3.3 - 10	07 OCT 21
ENR 3.1 - 7	13 AUG 20	ENR 3.3 - 1	13 AUG 20	ENR 3.3 - 11	13 AUG 20
ENR 3.1 - 8	13 AUG 20	ENR 3.3 - 2	13 AUG 20	ENR 3.3 - 12	13 AUG 20
ENR 3.1 - 9	15 JUL 21	ENR 3.3 - 3	13 AUG 20	ENR 3.3 - 13	13 AUG 20
ENR 3.1 - 10	15 JUL 21	ENR 3.3 - 4	13 AUG 20	ENR 3.3 - 14	13 AUG 20

AD 2.LCLK 2.24.1.4 - 2	13 NOV 14
AD 2.LCLK 2.24.1.5 - 1	10 MAR 11
AD 2.LCLK 2.24.1.5 - 2	10 MAR 11
AD 2.LCLK 2.24.2.1 - 1	15 JUL 21
AD 2.LCLK 2.24.2.1 - 2	15 JUL 21
AD 2.LCLK 2.24.2.2 - 1	22 APR 21
AD 2.LCLK 2.24.2.2 - 2	22 APR 21
AD 2.LCLK 2.24.2.3 - 1	22 APR 21
AD 2.LCLK 2.24.2.3 - 2	22 APR 21
AD 2.LCLK 2.24.2.4 - 1	15 JUL 21
AD 2.LCLK 2.24.2.4 - 2	15 JUL 21
AD 2.LCLK 2.24.2.5 - 1	15 JUL 21
AD 2.LCLK 2.24.2.5 - 2	15 JUL 21
AD 2.LCLK 2.24.2.6 - 1	15 JUL 21
AD 2.LCLK 2.24.2.6 - 2	15 JUL 21
AD 2.LCLK 2.24.2.7 - 1	15 JUL 21
AD 2.LCLK 2.24.2.7 - 2	15 JUL 21
AD 2.LCLK 2.24.2.8 - 1	15 JUL 21
AD 2.LCLK 2.24.2.8 - 2	15 JUL 21
AD 2.LCLK 2.24.2.9 - 1	22 APR 21
AD 2.LCLK 2.24.2.9 - 2	22 APR 21
AD 2.LCLK 2.24.2.10 - 1	22 APR 21
AD 2.LCLK 2.24.2.10 - 2	22 APR 21
AD 2.LCLK 2.24.2.11 - 1	15 JUL 21
AD 2.LCLK 2.24.2.11 - 2	15 JUL 21
AD 2.LCLK 2.24.2.12 - 1	15 JUL 21
AD 2.LCLK 2.24.2.12 - 2	15 JUL 21
AD 2.LCLK 2.24.2.13 - 1	22 APR 21
AD 2.LCLK 2.24.2.13 - 2	22 APR 21
AD 2.LCLK 2.24.3.1 - 1	15 JUL 21
AD 2.LCLK 2.24.3.1 - 2	15 JUL 21
AD 2.LCLK 2.24.3.2 - 1	15 JUL 21
AD 2.LCLK 2.24.3.2 - 2	15 JUL 21
AD 2.LCLK 2.24.3.3 - 1	15 JUL 21
AD 2.LCLK 2.24.3.3 - 2	15 JUL 21
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AD 2.LCLK 2.24.3.4 - 2	15 JUL 21
AD 2.LCLK 2.24.4.1 - 1	22 APR 21
AD 2.LCLK 2.24.4.1 - 2	22 APR 21
AD 2.LCLK 2.24.4.2 - 1	22 APR 21
AD 2.LCLK 2.24.4.2 - 2	22 APR 21
AD 2.LCLK 2.24.4.3 - 1	22 APR 21
AD 2.LCLK 2.24.4.3 - 2	22 APR 21
AD 2.LCLK 2.24.4.4 - 1	22 APR 21
AD 2.LCLK 2.24.4.4 - 2	22 APR 21
AD 2.LCLK 2.24.4.5 - 1	22 APR 21
AD 2.LCLK 2.24.4.5 - 2	22 APR 21
AD 2.LCLK 2.24.4.6 - 1	22 APR 21
AD 2.LCLK 2.24.4.6 - 2	22 APR 21
AD 2.LCLK 2.24.4.7 - 1	22 APR 21
AD 2.LCLK 2.24.4.7 - 2	22 APR 21
AD 2.LCLK 2.24.5.1 - 1	22 APR 21
AD 2.LCLK 2.24.5.1 - 2	22 APR 21
AD 2.LCPH - 1	07 OCT 21
AD 2.LCPH - 2	07 OCT 21
AD 2.LCPH - 3	07 OCT 21
AD 2.LCPH - 4	07 OCT 21
AD 2.LCPH - 5	07 OCT 21
AD 2.LCPH - 6	07 OCT 21
AD 2.LCPH - 7	07 OCT 21
AD 2.LCPH - 8	07 OCT 21
AD 2.LCPH - 9	07 OCT 21
AD 2.LCPH - 10	07 OCT 21
AD 2.LCPH - 11	07 OCT 21
AD 2.LCPH - 12	07 OCT 21
AD 2.LCPH 2.24.1.1 - 1	07 OCT 21
AD 2.LCPH 2.24.1.1 - 2	07 OCT 21
AD 2.LCPH 2.24.1.2 - 1	07 OCT 21
AD 2.LCPH 2.24.1.2 - 2	07 OCT 21
AD 2.LCPH 2.24.1.3 - 1	07 OCT 21
AD 2.LCPH 2.24.1.3 - 2	07 OCT 21
AD 2.LCPH 2.24.1.4 - 1	21 OCT 10
AD 2.LCPH 2.24.1.4 - 2	21 OCT 10
AD 2.LCPH 2.24.2.1 - 1	07 OCT 21
AD 2.LCPH 2.24.2.1 - 2	07 OCT 21
AD 2.LCPH 2.24.2.2 - 1	07 OCT 21
AD 2.LCPH 2.24.2.2 - 2	07 OCT 21
AD 2.LCPH 2.24.2.3 - 1	07 OCT 21
AD 2.LCPH 2.24.2.3 - 2	07 OCT 21
AD 2.LCPH 2.24.2.4 - 1	07 OCT 21
AD 2.LCPH 2.24.2.4 - 2	07 OCT 21
AD 2.LCPH 2.24.2.5 - 1	07 OCT 21
AD 2.LCPH 2.24.2.5 - 2	07 OCT 21
AD 2.LCPH 2.24.2.6 - 1	07 OCT 21
AD 2.LCPH 2.24.2.6 - 2	07 OCT 21
AD 2.LCPH 2.24.2.7 - 1	07 OCT 21
AD 2.LCPH 2.24.2.7 - 2	07 OCT 21
AD 2.LCPH 2.24.2.8 - 1	07 OCT 21
AD 2.LCPH 2.24.2.8 - 2	07 OCT 21
AD 2.LCPH 2.24.2.9 - 1	07 OCT 21
AD 2.LCPH 2.24.2.9 - 2	07 OCT 21
AD 2.LCPH 2.24.2.10 - 1	07 OCT 21
AD 2.LCPH 2.24.2.10 - 2	07 OCT 21
AD 2.LCPH 2.24.2.11 - 1	07 OCT 21
AD 2.LCPH 2.24.2.11 - 2	07 OCT 21
AD 2.LCPH 2.24.2.12 - 1	07 OCT 21
AD 2.LCPH 2.24.2.12 - 2	07 OCT 21
AD 2.LCPH 2.24.2.13 - 1	07 OCT 21
AD 2.LCPH 2.24.2.13 - 2	07 OCT 21
AD 2.LCPH 2.24.3.1 - 1	07 OCT 21
AD 2.LCPH 2.24.3.1 - 2	07 OCT 21
AD 2.LCPH 2.24.3.2 - 1	07 OCT 21
AD 2.LCPH 2.24.3.2 - 2	07 OCT 21
AD 2.LCPH 2.24.4.1 - 1	07 OCT 21
AD 2.LCPH 2.24.4.1 - 2	07 OCT 21
AD 2.LCPH 2.24.4.2 - 1	07 OCT 21
AD 2.LCPH 2.24.4.2 - 2	07 OCT 21
AD 2.LCPH 2.24.4.3 - 1	07 OCT 21
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AD 2.LCPH 2.24.4.4 - 1	07 OCT 21
AD 2.LCPH 2.24.4.4 - 2	07 OCT 21
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AD 2.LCPH 2.24.5.1 - 2	07 OCT 21
AD 2.LCPH 2.24.5.2 - 1	07 OCT 21
AD 2.LCPH 2.24.5.2 - 2	07 OCT 21
AD 2.LCNC - 1	07 NOV 19
AD 2.LCNC - 2	07 NOV 19
AD 2.LCRA - 1	04 APR 13
AD 2.LCRA - 2	04 APR 13
AD 2.LCRA - 3	04 APR 13
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AD 2.LCRA - 6	22 APR 21

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GEN 0

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

portion thereof which be planned and used only under certain specified conditions, to complement the permanent ATS route network;

- **En route chart- airspace structure and ATS airspace classification**
  This chart is produced as a separate chart to show the airspace and its ATS classification within the Nicosia FIR sectors;

- **En route chart- restricted, prohibited and danger areas**
  This chart is a general view of the restricted, prohibited and danger areas within Nicosia FIR. For sufficient clarify separate charts are produced as well.

4.2.8 Standard Departure Chart – Instrument (SID)

4.2.8.1 This type of charts is produced for those aerodromes where standard instrument departure routes have been established. The charts provide the flight crew with information that will enable them to comply with the designated standard departure route- instrument from the take-off phase to the en route phase. A general view of the SIDs established per aerodrome is produced as a supplement to the standard departure chart-instrument.

4.2.9 Standard Arrival Chart- Instrument (STAR)

4.2.9.1 This type of chart is produced for those aerodromes where standard instrument arrival routes have been established. The charts provide the flight crew with information that will enable them to comply with the designated standard arrival route - instrument from the en route phase to the approach phase.

4.2.10 Instrument Approach Chart

4.2.10.1 This type of chart is produced for those aerodromes used by civil aviation where instrument approach procedures have been established. A separate instrument approach chart has been provided for each approach procedure, and includes information on radio communication facilities and navigation aids, minimum sector altitude, procedure track in plan and profile view. The charts provide the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and associated holding patterns.

4.2.11 Visual Approach Chart

4.2.11.1 This type of chart is produced for those aerodromes used by civil aviation where:

- only limited navigation facilities are available; or
- radio communication facilities are not available; or
- visual approach procedures have been established.

The chart provides information on obstacles, circuit areas, visual approach procedures, radio and communication facilities, as well as detailed topographical information.

NOTE: Special charts, not included in the listing above, are produced to clarify some subjects (e.g. altimeter setting regions, low flying routes-areas, bird sanctuaries etc).

5. List of Aeronautical Charts Available

5.1 Table: List of Series and Scale

Title of series	Scale	Chart name	Sheet number	Edition Date
AERODROME CHART - ICAO		LARNAKA INTL AIRPORT	AD 2.LCLK 2.24.1.1	13 AUG 20
		PAFOS INTL AIRPORT	AD 2.LCPH 2.24.1.1	07 OCT 21
AIRCRAFT PARKING/ DOCKING CHART - ICAO		LARNAKA INTL AIRPORT APRON 1	AD 2.LCLK 2.24.1.2	13 AUG 20
		LARNAKA INTL AIRPORT APRON 2	AD 2.LCLK 2.24.1.3	13 NOV 14
		PAFOS INTL AIRPORT	AD 2.LCPH 2.24.1.2	07 OCT 21
AERODROME GROUND MOVEMENT CHART - ICAO		LARNAKA INTL AIRPORT	AD 2.LCLK 2.24.1.4	13 NOV 14
		PAFOS INTL AIRPORT	AD 2.LCPH 2.24.1.3	07 OCT 21
AERODROME OBSTACLE CHART - ICAO TYPE A	**1:500 000**	LARNAKA RWY 04/22	AD 2.LCLK 2.24.1.5	10 MAR 11
		PAFOS RWY 11/29	AD 2.LCPH 2.24.1.4	21 OCT 10

Title of series	Scale	Chart name	Sheet number	Edition Date
INSTRUMENT APPROACH AND LANDING CHART - ICAO		**LARNAKA:**		
	1:350 000	ILS/VOR S RWY 22	AD 2.LCLK 2.24.2.1	15 JUL 21
		ILS/VOR X RWY 22	AD 2.LCLK 2.24.2.2	22 APR 21
		ILS/VOR Y RWY 22	AD 2.LCLK 2.24.2.3	22 APR 21
		RNP RWY 22	AD 2.LCLK 2.24.2.4	15 JUL 21
		VOR/DME S RWY 22	AD 2.LCLK 2.24.2.5	15 JUL 21
		VOR/DME X RWY 22	AD 2.LCLK 2.24.2.6	15 JUL 21
		VOR/DME Y RWY 22	AD 2.LCLK 2.24.2.7	15 JUL 21
		VOR/DME S RWY 04	AD 2.LCLK 2.24.2.8	15 JUL 21
		VOR/DME X RWY 04	AD 2.LCLK 2.24.2.9	22 APR 21
		VOR/DME Z RWY 04	AD 2.LCLK 2.24.2.10	22 APR 21
		RNP RWY 04	AD 2.LCLK 2.24.2.11	15 JUL 21
	1:250 000	BOSIS RNP TO ILS-P (GNSS) RWY 22	AD 2.LCLK 2.24.2.12	15 JUL 21
		SOBOS RNP TO ILS-P (GNSS) RWY 22	AD 2.LCLK 2.24.2.13	22 APR 21
		PAFOS:		
	1:350 000	VOR/DME S RWY 11	AD 2.LCPH 2.24.2.1	07 OCT 21
		VOR/DME X RWY 11	AD 2.LCPH 2.24.2.2	07 OCT 21
		VOR/DME Z RWY 11	AD 2.LCPH 2.24.2.8	07 OCT 21
		RNP RWY 11	AD 2.LCPH 2.24.2.5	07 OCT 21
		RNP RWY 29	AD 2.LCPH 2.24.2.13	07 OCT 21
	1:250 000	VOR/DME X RWY 29	AD 2.LCPH 2.24.2.3	07 OCT 21
		ILS/VOR X RWY 29	AD 2.LCPH 2.24.2.4	07 OCT 21
		ILS/VOR Y RWY 29	AD 2.LCPH 2.24.2.6	07 OCT 21
		VOR/DME Y RWY 29	AD 2.LCPH 2.24.2.7	07 OCT 21
		ESERI RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.9	07 OCT 21
		GIPRO RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.10	07 OCT 21
		NORDI RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.11	07 OCT 21
		TOBAL RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.12	07 OCT 21
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO	1:600 000	**LARNAKA:**		
		RWY 22	AD 2.LCLK 2.24.3.1	15 JUL 21
		RWY 04	AD 2.LCLK 2.24.3.2	15 JUL 21
		RNAV (GNSS) RWY 22	AD 2 LCLK 2.24.3.3	15 JUL 21
		RNAV (GNSS) RWY 04	AD 2 LCLK 2.24.3.4	15 JUL 21
	1:500 000	**PAFOS:**		
		RWY 11/29	AD 2.LCPH 2.24.3.1	07 OCT 21
		RNAV RWY 11/29	AD 2.LCPH 2.24.3.2	07 OCT 21

Title of series	Scale	Chart name	Sheet number	Edition Date
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO		**LARNAKA:**		
	1:500 000	RWY 22 WESTBOUND	AD 2.LCLK 2.24.4.1	22 APR 21
		RWY 04 EASTBOUND	AD 2.LCLK 2.24.4.2	22 APR 21
	1:600 000	RWY 04 WESTBOUND	AD 2.LCLK 2.24.4.3	22 APR 21
		RNAV (GNSS) RWY 22 EASTBOUND	AD 2.LCLK 2.24.4.4	22 APR 21
	1:500 000	RNAV (GNSS) RWY 22 WESTBOUND	AD 2 LCLK 2.24.4.5	22 APR 21
	1:600 000	RNAV (GNSS) RWY 04 EASTBOUND	AD 2 LCLK 2.24.4.6	22 APR 21
		RNAV (GNSS) RWY 04 WESTBOUND	AD 2 LCLK 2.24.4.7	22 APR 21
	1:500 000	**PAFOS:**		
		RWY 11	AD 2.LCPH 2.24.4.1	07 OCT 21
		RWY 29	AD 2.LCPH 2.24.4.2	07 OCT 21
		RNAV (GNSS) RWY 11	AD 2.LCPH 2.24.4.3	07 OCT 21
		RNAV (GNSS) RWY 29	AD 2.LCPH 2.24.4.4	07 OCT 21
VISUAL APPROACH CHART (VAC) - ICAO	1:250 000	**LARNAKA:**		
		ADLAS RNAV TO VISUAL(GNSS) RWY 22	AD 2 LCLK 2.24.5.1	22 APR 21
		PAFOS:		
		ESERI RNAV (GNSS) RWY 29	AD 2 LCPH 2.24.5.1	07 OCT 21
		TOBAL RNAV (GNSS) RWY 29	AD 2 LCPH 2.24.5.2	07 OCT 21
EN ROUTE CHARTS	1:1 000 000	NICOSIA FIR ATS ROUTES	ENR 6.1-1	13 AUG 20
		NICOSIA FIR RNAV ROUTES	ENR 6.1-3	13 AUG 20
		PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 6.2	05 NOV 20
		TEMPORARY SEGREGATED AND TEMPORARY RESERVED AREAS	ENR 6.2.1	01 FEB 18

6. TOPOGRAPHICAL CHARTS

6.1 To supplement the aeronautical charts, a wide range of topographical charts are available from:

Post: Ministry of Interior
Director of Lands and Surveys
Agiou Nikolaou 41 - 49
Nemeli Court Block A 1st floor
Egkomi 2408
Nicosia
Phone: +357 22408709
Fax: +357 22408789
Email: director@dls.moi.gov.cy

GEN 3.6 SEARCH AND RESCUE

1. Responsible Service

1.1 The Search and Rescue (SAR) service in the Republic of Cyprus is organized and provided by the Cyprus Joint Rescue Co-ordination Centre (JRCC) with military and State units responsible for SAR operations, according to the Republic of Cyprus legislation and national SAR plan.

1.2 The Search and Rescue Region (SRR) of Cyprus corresponds to the Nicosia ICAO FIR. The SAR service is provided by the Larnaka JRCC. The controlling agency for SAR can either be the JRCC or the appropriate ATS unit or both in unison. JRCC will give instructions regarding the control to be exercised as per procedure.

1.3 The address of the **JRCC** is as follows:

1.4 Larnaka Joint Rescue Co-ordination Centre (JRCC)

Post: Rescue Coordination Center
50, Spyrou Kyprianou Avenue
Irida No.3, 11th floor
6057, Larnaka
Cyprus
Phone: +357 24643005 / +357 1441
Sat Com: +870 772545696
Fax: +357 24643254
INMARSAT C: 421099999 RCCY
AFS: LCLKYCYX
Email: info@jrcc.org.cy

(not to be used for reporting an emergency)

1.5 The service is provided in accordance with the provisions contained in the following ICAO document:

Annex 2 - Rules of the Air;

Annex 3 - Meteorological Services for International Air Navigation;

Annex 6 - Operation of Aircraft - Parts I, II & III;

Annex 10 - Aeronautical Telecommunications - Volume I & II;

Annex 11 - Air Traffic Services;

Annex 12 - Search and Rescue;

Annex 13 - Aircraft Accident Investigation;

Annex 15 - Aeronautical Information Services;

Annex 17 - Security;

Annex 18 - The Safe Transport of Dangerous Goods by Air;

Doc 4444 ATM/501 - Procedures for Air Navigation Services - Air Traffic Management;

Doc 7030 - Regional Supplementary Procedures;

Doc 7754 - Air Navigation Plan - European Region;

Doc 8755 - Air Navigation Plan - North Atlantic;

Doc 9731 - IAMSAR Manual.

2. Area of Responsibility

2.1 Cyprus Search and Rescue Service is responsible for SAR operations within Nicosia FIR and the entire territory of the Republic of Cyprus.

2.2 Joint Operations Centre (JOC) of British Forces in Cyprus is responsible to provide the SAR facilities within the territory of Dhekelia and Akrotiri (Sovereign Bases Areas of UK) ESBA/ WSBA.

2.3 The address of the JOC of British Forces Cyprus responsible to provide SAR facilities within the above Sovereign bases is as follows:

Post: Joint Operations Centre (JOC)
Air Operations
RAF Akrotiri, BFPO 57
Cyprus
Phone: +357 25275002
Fax: +357 25276795
AFS: LCRAYWYW

3. Types of Service

3.1 Details of related rescue units are given in para 3.3. below for Search and Rescue Units.In addition, various elements of the state, Cyprus National Guard, Police Forces and the Merchant Marine are available for search and rescue missions when required. The aeronautical, marine and public telecommunication services are available to the organization of search and rescue.

3.2 All aircraft and helicopters carry survival equipment, capable of being dropped, consist of: life raft equipped with medical supplies, emergency rations and survival radio equipment. Most aircraft and marine craft are equipped to communicate on 121.5 MHz, 2182 KHz, 123.1MHz, 243 MHz, 282.8 MHz, and 5680 KHz Ground rescue teams are equipped to communicate on 121.5 MHz. SAR aircraft and marine are equipped with direction finding equipment and radar.

3.3 Search and Rescue Units

Name	Location	Facilities	Remarks
1	2	3	4
Limassol	3441.0N 03303.0E	RV (25) RB (15)	H24 H24
Larnaka	3455.0N 03338.0E	RV (25) RB (15) HEL(M)	H24 H24 H24
Latsi	3502.5N 03317.0E	RV (25) RB (15)	H24 H24
Mari	3443.0N 03317.0E	RV (25) RB (15)	H24 H24
Pafos	3445.4N 03224.0E	RV (25) RB (15) HEL (M)	H24 H24 H24
Paralimni	3502.1N 03402.1E	RV (25) RB (15)	H24 H24

Name	Location	Facilities	Remarks
1	2	3	4
Akrotiri	3435.0N 03259.0E	RB (15) HEL (M) ELR/VLR/MRG	H24 H24 When available

4. SAR Agreements

4.1 Facilitation of entry for SAR purposes with other States are coordinated on the inter-area speech links with neighbouring Rescue Coordination Centres and Air traffic Control Centres.Requests for the entry of aircraft equipment and personnel from other States to engage in Search and Rescue operations should be addressed to the Director of the Department of Civil Aviation, Nicosia, Cyprus, either directly or through the Nicosia Area Control Centre.

5. Conditions of Availability

5.1 The SAR service and facilities in Cyprus may be made available to neighbouring States upon request to JRCC Larnaka.

6. Procedures and Signals Used

6.1 Procedures

6.1.1 In order to enable the Joint Rescue Co-ordination Centre to activate the most suitable facilities as quickly as possible, operators are requested to forward to the Joint Rescue Co-ordination Centre information on the emergency and survival equipment carried on board on any of their aircraft operating regularly within Nicosia FIR and in the range of search and rescue centre.

6.1.2 Aircraft not engaged in an actual search and rescue operation should avoid, as far as practicable, any area in which actual search and rescue operations are in progress unless authorised by the appropriate controlling agency. The controlling agency can either be the SAR Coordination Centre or the appropriate ATS unit or both in unison.

6.1.3 Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined in ICAO Annex 12, Chapter 5.

6.1.4 Ditching reports, requested by aircraft about to ditch will as far as possible be given in accordance with the provisions of ICAO Annex 3, Meteorological Service for international Air Navigation.

6.2 Communications

6.2.1 Exchange of distress messages within Nicosia Search and Rescue Area are handled in accordance with provision of ICAO Annex 10, Volume II, Chapter 5, paragraph 5.3.

6.2.2 Further more for communications during search and rescue operations, the codes and abbreviations used are in accordance with the provisions of ICAO Doc 8400 (ICAO Abbreviations and Codes).

6.2.3 The frequency 121.5 MHz is guarded continuously during the hours of service at the Area Control Centre, the International Aerodrome Approach and Control Towers. All coast stations guard the marine international distress frequency.

6.2.4 Rescue aircraft, helicopters and marine vessels conducting SAR operations within Nicosia FIR use the call sign “RESCUE” and additional identification marks consisting of a two digit number i.e “RESCUE 01”, which are described in the Republic of Cyprus national SAR Plan of assigned by JRCC Larnaka during the operation.

6.2.5 JRCC Larnaka call sign to be used during a SAR operation is “CYPRUS RESCUE”. If an Aircraft

Co-ordinator (ACO) unit is appointed by the SAR Mission Co-ordinator (SMC) then the IAMSAR term “AIRCRAFT COORDINATOR” will be used as call sign for the ACO unit.

6.2.6 Radar stations guard continuously the international emergency frequencies 121.5 MHz and 243 MHz.

6.2.7 The Cyprus Coast Radio Station guard continuously the international emergency frequencies 2182 KHz and 156.800 KHz.

6.2.8 SAR HEL are equipped with UHF, VHF (AM/FM) and HF (SSB) and are able to home on distress/emergency frequencies.

6.3 Emergency Locator Transmitter (ELT)

6.3.1 The Cyprus SAR Region of Responsibility (SRR) is an integrated part of the Cyprus Mission Control Center (CYMCC) Service Area which is part of the COSPAS-SARSAT System.

6.3.2 The Cyprus COSPAS-SARSAT MISSION Control Centre at Larnaka will alert JRCC LARNAKA whenever ELT signals on 406 MHz are received and located within NICOSIA FIR.

6.4 Distress Messages

6.4.1 When an aircraft is in distress, the pilot-in-command should order:

a. the switching-on of automatic emergency SSR, if carried; and

b. the transmission of a «distress» message by radio telephony and/or radio-telegraphy using the above mentioned frequencies or any other available frequency as follows:

6.4.2 The first distress signal should be sent on the air/ground frequency to which the transmitter is already tuned, or that of an air traffic services unit which is known to be within range. On receipt of the signal the air traffic services unit may instruct the aircraft to change to a distress frequency, it is equipped to do so. All subsequent communications should then be made on the distress frequency. This particularly applies to VHF transmissions.

6.4.3 If the aircraft is unable to establish contact on the normal communications frequency, it should call on the emergency frequency 121.5 MHz or 243 MHz. Stations maintaining watch on this frequency will reply and the aircraft should address its next message to the station it hears best indicating that station by name.

6.4.4 Should an aircraft be unable to establish communication on the air/ground frequency to which it is already tuned, or on any of the special distress frequencies, it should make every effort to communicate with a land or ship station on either:

a. the international distress frequency of 156.8 MHz (CH16) and 2182 KHz;
or

b. any other available frequency.

6.5 Urgency Messages

6.5.1 In circumstances when a distress call is not warranted, but an aircraft is nevertheless in danger and in urgent need of assistance (e.g. aircraft lost, partial engine failure, fuel shortage) an «urgency» signal should be transmitted, using the procedure outlined in paragraphs 6.4.1, 6.4.2, 6.4.3 above. An «urgency» signal should also precede a call from an aircraft to indicate that it has a very urgent message to transmit concerning the safety of a ship, another aircraft, or other vehicle, or of some person on board or within sight.

7. Search and Rescue Signals

7.1 The search and rescue signals to be used are those prescribed in Annex 12, Chapter 5 paragraph 5.10.

7.2 Ground/air visual signal codes for use by survivors/rescue units

Ground air visual signal code for use by survivors		
No	**Message**	**Code Symbol**
1	Require assistance	V
2	Require medical assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceeding in this direction	↑

Ground air visual signal code for use by survivors		
No	**Message**	**Code Symbol**
1	Operation completed	LLL
2	We have found all personnel	LL
3	We have found only some personnel	++
4	We are not able to continue. Returning to base	XX
5	Have divided into two groups. Each proceeding in direction indicated	
6	Information received that aircraft is in this direction	→→
7	Nothing found. Will continue to search	NN
Instructions for use:		
• Make signals not less than 8 ft (2.5 m) • Take care to lay out signals exactly as shown • Provide as much colour contras as possible between signals and background • Make every effort to attract attention by other means such as radio, flares smoke and reflected light		
In addition, the following procedure is used by army helicopters or aircraft when searching for survivors at night. Search aircraft will fire a single green pyrotechnic at intervals of 5 to 10 minutes. Survivors should then allow 30 seconds after they see the signal (so that the search aircraft can pass out of the glare) and then should fire a red pyrotechnic followed after a short interval by a second. The object of the second signal is to enable the crew of the aircraft to check that they are heading towards the survivors. The survivors should fire additional pyrotechnics if the aircraft appears to be getting off-track and then it is almost overhead, so that an accurate position can be obtained.		

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ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 0

ENR 1 GENERAL RULES AND PROCEDURES

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Route designator	Route Remarks (Optional)					
Names, coded designators or name-codes	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Significant Point Remarks (Optional)
Navigation accuracy requirement (RNAV / RNP Type)	Magnetic bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	Direction of cruising levels ↑	Controlling unit, Operating channel, and logon address Navigation specification(s) limitations. {Airspace Classification} Remarks
(RNAV 5)	324° 144°	46.4 NM	FL 660 FL 035	Even(3)	Odd(4)	Nicosia ACC 126.300 MHz {C} (3) H24 (4) H24
△ BAPAX	354206N 0341027E LCA 023.0° 56.5 NM (100 FT)					
(RNAV 5)	324° 144°	15.0 NM	FL 660 FL 035	Even(5)	Odd(6)	Nicosia ACC 126.300 MHz {C} (5) H24 (6) H24
▲ VESAR	355456N 0340058E LCA 011.8° 65.4 NM (100 FT)					(8)

Route Remarks:
NIL
Point/Segment Remarks:
(7) FIR BDRY, for continuation see AIP Lebanon
(8) FIR BDRY, for continuation see AIP Turkey

Route designator	Route Remarks (Optional)					
Names, coded designators or name-codes	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Significant Point Remarks (Optional)
Navigation accuracy requirement (RNAV / RNP Type)	Magnetic bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	Direction of cruising levels ↑	Remarks Controlling unit, Operating channel, and logon address Navigation specification(s) limitations. {Airspace Classification}
M1						
▲ KAVOS	334400N 0300000E PHA 240.0° 137.8 NM (100 FT)					(2)
(RNAV 5)	° 290°	132.5 NM	FL 660 FL 035		Even(1)	Nicosia ACC 129.550 MHz {C} (1) NONFUA H24

Route designator	Route Remarks (Optional)					
Names, coded designators or name-codes	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Significant Point Remarks (Optional)
Navigation accuracy requirement (RNAV / RNP Type)	Magnetic bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	Direction of cruising levels ↑	Remarks Controlling unit, Operating channel, and logon address Navigation specification(s) limitations. {Airspace Classification}
△ STEPA	324859N 0322349E PHA 178.0° 113.6 NM (100 FT)					

Route Remarks:
NIL
Point/Segment Remarks:
(2) FIR BDRY, for continuation see AIP Greece.

Route designator	Route Remarks (Optional)					
Names, coded designators or name-codes	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Significant Point Remarks (Optional)
Navigation accuracy requirement (RNAV / RNP Type)	Magnetic bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	Direction of cruising levels ↑	Remarks Controlling unit, Operating channel, and logon address Navigation specification(s) limitations. {Airspace Classification}
M13						
△ RUDER	345712N 0340730E LCA 074.0° 25.1 NM (100 FT)					
(RNAV 5)	358° 178°	45.0 NM	FL 660 FL 035	Even(1)	Odd(2)	Nicosia ACC 126.300 MHz {C} (1) NONFUA H24 (2) NONFUA H24
△ BAPAX	354206N 0341027E LCA 023.0° 56.5 NM (100 FT)					

Route Remarks:
NIL
Point/Segment Remarks:
NIL

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (NDB, VOR/VAR)	**ID**	**Frequency (CH)**	**Hours of operation**	**Coordinates**	**ELEV DME antenna**	**Remarks**
1	2	3	4	5	6	7
LARNAKA VOR/DME (5° E/2020)	LCA	112.8 MHZ CH 75X	H24	345222N 0333732E	100 FT	Protection altitude 50000 FT range 200 NM
PAFOS VOR/DME (5° E/2020)	PHA	117.9 MHz CH 126X	H24	344242N 0323021E	100 FT	Protection altitude 50000 FT range 200 NM

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ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
ABOHE	315639N 0335900E		LCCC/LLLL BDRY LCA 169.0° 176.3 NM (100 FT) PHA 150.0° 181.6 NM (100 FT)
ADLAS	345743N 0331912E	M601, R19	SID, STAR LCLK LCA 284.0° 16 NM (100 FT) PHA 065.0° 42.9 NM (100 FT)
ADUNI	344305N 0321502E		PHA 272.0° 12.6 NM (100 FT)
AGUZO	334956N 0333503E	L78, N159	LCA 177.0° 62.4 NM (100 FT)
ALKIS	351200N 0300000E	L609, M42	LCCC/LGGG BDRY LCA 272.0° 179.7 NM (100 FT) PHA 279.0° 127 NM (100 FT)
ALSUS	350206N 0343924E	B15, L620, M67, M978, R18, R78, N71	LCA 074.0° 51.8 NM (100 FT) PHA 074.0° 107.9 NM (100 FT)
AMAKO	344725N 0335601E	M601, R655	SID, STAR LCLK LCA 103.0° 16 NM (100 FT) PHA 081.0° 70.6 NM (100 FT)
ANANE	341755N 0324341E	A28, M28, M42, M67, Z89	LCA 227.0° 56.2 NM (100 FT) PHA 151.0° 27.1 NM (100 FT)
ANIDE	340949N 0300000E	L53	LCCC/LGGG BDRY PHA 251.0° 128.6 NM (100 FT)
APLON	335200N 0320400E	A28, G2, L550, L609, M28, M32, N159, P68	PHA 198.0° 55.1 NM (100 FT)
AZERE	331205N 0335408E	L189	LCA 167.0° 101.1 NM (100 FT) PHA 137.0° 114.2 NM (100 FT)
BALMA	342900N 0350300E	B15, L620, M601, R655, W17	LCCC/OLBB BDRY LCA 103.0° 74.3 NM (100 FT) PHA 091.0° 126.8 NM (100 FT)
BAPAX	354206N 0341027E	B15, L620, M13	LCA 023.0° 56.5 NM (100 FT)
BETID	342712N 0325806E	A28, M28	LCLK SID, STAR LCA 228.0° 41.1 NM (100 FT) PHA 119.0° 27.7 NM (100 FT)
BIRES	330545N 0325218E	N134, N71, Z89	LCA 194.0° 112.9 NM (100 FT)
BONEK	350423N 0325605E	M601, R19	SID, STAR LCLK LCA 285.0° 36.1 NM (100 FT) PHA 039.0° 30.3 NM (100 FT)

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
BOSIS	343724N 0334424E	B17	SID, STAR LCLK CTR LCLK LCA 154.0° 16 NM (100 FT) PHA 090.0° 61.3 NM (100 FT)
DAFNA	323236N 0341348E	W13	LCCC/LLLL BDRY LCA 162.0° 142.7 NM (100 FT)
DAROS	350042N 0330854E	M601, R19	SID, STAR LCLK CTR LCLK LCA 284.0° 25 NM (100 FT) PHA 055.0° 36.5 NM (100 FT)
DASNI	353700N 0305100E	A16, M601, M855, R19, W195, M32	LCA 284.0° 143.5 NM (100 FT) PHA 299.0° 97.8 NM (100 FT)
DESPO	342654N 0342254E	L78, N71, P42, R18, R19, M31	LCA 119.0° 45.2 NM (100 FT)
DIPOS	344524N 0324812E	W195, M31	CTR LCPH LCA 256.0° 41.2 NM (100 FT) PHA 075.0° 15 NM (100 FT)
DIRRE	340154N 0343717E	P21	LCCC/OLBB BDRY LCA 130.0° 70.6 NM (100 FT) PHA 105.0° 112.7 NM (100 FT)
DOREN	355556N 0331658E	A28, N131	LCCC/LTAA BDRY LCA 340.2° 65.7 NM (100 FT) PHA 022.2° 82.5 NM (100 FT)
ELIKA	334955N 0343500E	G2, N159	LCCC/OLBB FIR BDRY
EMEDA	342854N 0334812E	B17, L189, M67, N131	SID, STAR LCLK CTR LCLK LCA 155.0° 25 NM (100 FT) PHA 097.0° 65.7 NM (100 FT)
EMILI	343820N 0340240E	M67, R19, M31	SID, STAR LCLK LCA 119.0° 25 NM (100 FT) PHA 088.0° 76.3 NM (100 FT)
ENIAS	344026N 0322911E		PHA 197.8° 2.5 NM (100 FT)
ESERI	342855N 0322308E	M32, M42	LCA 245.0° 65.7 NM (100 FT) PHA 198.0° 15 NM (100 FT)
EVENO	355000N 0300000E	M601, R19	LCCC/LGGG BDRY LCA 284.0° 187 NM (100 FT) PHA 295.0° 140.2 NM (100 FT)
GENOS	344044N 0315404E	M31, M42	SID, STAR LCPH LCA 258.0° 86 NM (100 FT) PHA 261.0° 30 NM (100 FT)
GIPRO	344117N 0330854E		SID, STAR LCLK LCA 240.0° 26.1 NM (100 FT) PHA 089.0° 31.9 NM (100 FT)

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
GIRKI	353501N 0300000E		LCCC/LGGG BDRY LCA 280.0° 183.2 NM (100 FT) PHA 289.0° 133.9 NM (100 FT)
IDAKU	340507N 0324158E	L35, Z89	LCA 219.0° 65.8 NM (100 FT) PHA 161.0° 38.7 NM (100 FT)
IREFA	342503N 0332508E	M67	LCA 195.0° 29.1 NM (100 FT)
IVETI	344431N 0324217E	W195, M31	SID, STAR LCPH SID, STAR LCLK CTR LCLK-LCPH LCA 256.0° 46.2 NM (100 FT) PHA 075.0° 10 NM (100 FT)
KAVOS	334400N 0300000E	M1, N159	LCCC/LGGG BDRY LCA 245.0° 192.7 NM (100 FT) PHA 240.0° 137.8 NM (100 FT)
KEREN	322232N 0340445E	L189, N134	LCCC/LLLL BDRY LCA 166.0° 151.3 NM (100 FT) PHA 145.0° 160.6 NM (100 FT)
KOBER	344437N 0340624E	M601, R655	SID, STAR LCLK CTR LCLK LCA 103.0° 25 NM (100 FT) PHA 083.0° 79.2 NM (100 FT)
KOMEZ	341435N 0305406E	M855, N134	PHA 246.0° 84.4 NM (100 FT)
KONFO	322542N 0340656E	L609	LCCC/LLLL BDRY LCA 165.0° 148.4 NM (100 FT)
KUKLA	341442N 0344448E	R19, M31	LCCC/OLBB BDRY LCA 119.0° 67.1 NM (100 FT) PHA 099.0° 114.6 NM (100 FT)
KUKUS	345747N 0332646E		LCA 296.4° 10.36 NM (100 FT)
KURSA	344216N 0324253E		SID,STAR LCLK LCA 253.0° 46.1 NM (100 FT) PHA 088.0° 10.3 NM (100 FT)
LAKTO	323800N 0320500E	L324,N71, W11	LCCC/HECC BDRY LCA 185.0° 161.2 NM (100 FT) PHA 163.0° 152.4 NM (100 FT)
LEDRA	331200N 0330300E	L609, N71, W11	LCA 191.0° 104.2 NM (100 FT) PHA 158.0° 94.5 NM (100 FT)
LITAN	333456N 0343759E	N438	LCCC/OLBB FIR BDRY LCA 141.0° 92.1 NM (100 FT)
LOSOS	344236N 0332212E	A28, M28	CTR LCLK LCA 228.0° 16 NM (100 FT) PHA 085.0° 42.8 NM (100 FT)

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
LUBES	345512N 0324436E	M978, R78	SID, STAR LCLK CTR LCLK LCA 269.0° 43.6 NM (100 FT) PHA 038.0° 17.1 NM (100 FT)
LUTIG	353146N 0300000E		LCCC/LGGG BDRY LCA 279.0° 182.6 NM (100 FT) PHA 288.0° 132.7 NM (100 FT)
MAROS	343700N 0305300E	A16, L609, M31, M67, M855	PHA 261.0° 80.5 NM (100 FT)
MERVA	324654N 0343238E	B17,P42, P68, Y20, N131	LCCC/LLLL BDRY LCA 155.0° 133.4 NM (100 FT) PHA 133.0° 154.1 NM (100 FT)
MEZUS	342503N 0320332E	M67	LCA 246.0° 82.2 NM (100 FT) PHA 227.0° 28.3 NM (100 FT)
NIKAS	351136N 0354300E	L619, M978, R78, W10, W17	LCCC/OSTT BDRY LCA 074.0° 104.8 NM (100 FT) PHA 074.0° 161 NM (100 FT)
NIMSI	343937N 0321005E		LCA 256.0° 73.2 NM (100 FT) PHA 255.0° 17 NM (100 FT)
NORDI	344748N 0330518E	W195, M31	SID, STAR LCLK CTR LCLK LCA 256.0° 26.9 NM (100 FT) PHA 075.0° 29.2 NM (100 FT)
OTESA	345543N 0332605E	M601, R19	SID,STAR LCLK LCA 284.0° 10 NM (100 FT) PHA 069.0° 47.7 NM (100 FT)
OTHON	342724N 0300000E	N128	LCCC/LGGG BDRY PHA 259.0° 125.1 NM (100 FT)
PASOS	321300N 0330600E	L550	LCCC/HECC BDRY LCA 185.0° 161.2 NM (100 FT) PHA 163.0° 152.4 NM (100 FT)
PEDER	351041N 0305153E	A16, M855	LCA 274.0° 137.3 NM (100 FT) PHA 285.0° 85.6 NM (100 FT)
PEFKO	344508N 0331149E		LCA 251.0° 22.4 NM (100 FT)
PIKOG	324931N 0333729E	L35, L609, Z89	LCA 175.0° 122.6 NM (100 FT) PHA 149.0° 126.1 NM (100 FT)
RASDA	330600N 0305700E	A16, A28, M28, M855	LCCC/HECC BDRY ATS/MET REP. LCA 185.0° 161.2 NM (100 FT) PHA 163.0° 152.4 NM (100 FT)
REXAL	344324N 0335342E	R19, M31	SID LCLK CTR LCLK LCA 119.0° 16 NM (100 FT) PHA 084.0° 68.7 NM (100 FT)

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
RIMEX	344044N 0332228E		SID, STAR LCLK LCA 222.0° 17 NM (100 FT) PHA 088.0° 43 NM (100 FT)
RINNA	344020N 0333128E		LCA 203.0° 13 NM (100 FT)
ROKIK	344934N 0334803E		LCA 108.0° 9.1 NM (100 FT)
RUBIK	345412N 0330454E	M978, R78	STAR LCLK CTR LCLK LCA 269.0° 26.9 NM (100 FT) PHA 063.0° 30.7 NM (100 FT)
RUDER	345712N 0340730E	M13, M978, R78	SID, STAR LCLK CTR LCLK LCA 074.0° 25.1 NM (100 FT) PHA 074.0° 81.3 NM (100 FT)
SAFTA	334744N 0313958E	L324, N134, N159	PHA 212.0° 69 NM (100 FT)
SKONI	322821N 0331516E		LCA 182.0° 145 NM (100 FT) PHA 159.0° 139.3 NM (100 FT)
SOBOS	345530N 0335642E	M978, R78	SID, STAR LCLK CTR LCLK LCA 074.0° 16.1 NM (100 FT) PHA 075.0° 72.2 NM (100 FT)
STEPA	324859N 0322349E	L53, L550, L78, M1, N71	PHA 178.0° 113.6 NM (100 FT)
SUVAS	321010N 0335933E	L53, N128	LCCC/LLLL BDRY RVSM entry/exit point LCA 168.0° 162.9 NM (100 FT) PHA 148.0° 169.5 NM (100 FT)
TEZAK	332750N 0314711E	L324, N128	PHA 201.0° 82.9 NM (100 FT)
TIROS	331800N 0341900E	B17, N131	LCA 155.0° 100.3 NM (100 FT) PHA 128.0° 123.7 NM (100 FT)
TOBAL	345530N 0320724E	M978, R78, W195, M32	SID, STAR LCPH CTR LCPH LCA 268.0° 74.2 NM (100 FT) PHA 299.0° 22.8 NM (100 FT)
TOMBI	360226N 0304928E	A16, M855	LCCC/LTAA BDRY LCA 292.7° 154.1 NM (100 FT) PHA 309.3° 114.7 NM (100 FT)
TOSKA	345800N 0300000E	M67, M978, R78	LCCC/LGGG BDRY LCA 268.0° 179 NM (100 FT) PHA 273.0° 124.7 NM (100 FT)
TUVLO	341439N 0333531E		LCA 178.0° 37.7 NM (100 FT) PHA 112.0° 60.7 NM (100 FT)

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
TUZIB	340148N 0335018E	L189, L78, P21	LCA 163.0° 51.6 NM (100 FT) PHA 116.0° 77.8 NM (100 FT)
USEBE	335710N 0305504E	M855, N128	PHA 235.0° 91.1 NM (100 FT)
VADUS	351819N 0320329E	M601, R19	LCA 284.0° 81.4 NM (100 FT) PHA 323.0° 41.9 NM (100 FT)
VANZA	344528N 0300000E	N134	LCCC/LGGG BDRY PHA 267.0° 123.9 NM (100 FT)
VELOX	334900N 0340500E	B17, G2, M42, N159, N71, R18, W11, W13, N131	LCA 155.0° 67.2 NM (100 FT) PHA 119.0° 95 NM (100 FT)
VESAR	355456N 0340058E	B15,L619,L620,W10	LCCC/LTAA BDRY LCA 011.8° 65.4 NM (100 FT) PHA 040.2° 103.5 NM (100 FT)
VOLBE	344808N 0341742E	M67	LCA 092.0° 33.3 NM (100 FT) PHA 081.0° 88.6 NM (100 FT)
ZOMBA	334926N 0335114E	L189, N159, Y20	LCA 165.0° 63.8 NM (100 FT)
ZUKKO	323342N 0335657E	L189, L609	LCA 168.0° 139.4 NM (100 FT)

Designation	Type of obstacle	Coordinates	ELEV/HGT GND	OBST LGT Type/Colour	REMARKS
1	2	3	4	5	6
LC-WT0022	WIND TURBINE	344341N 0323636E	433 M / 125 M	OBST/R	ORITIS WTG3 22/41
LC-WT0004	WIND TURBINE	344244N 0323826E	512 M / 125 M	OBST/R	ORITIS WTG30 4/41
LC-WT0002	WIND TURBINE	344238N 0323824E	503 M / 125 M	OBST/R	ORITIS WTG31 2/41
LC-WT0037	WIND TURBINE	344446N 0323916E	600 M / 125 M		ORITIS WTG32 37/41
LC-WT0020	WIND TURBINE	344328N 0323802E	514 M / 125 M		ORITIS WTG33 20/41
LC-WT0014	WIND TURBINE	344307N 0323742E	515 M / 125 M		ORITIS WTG34 14/41
LC-WT0001	WIND TURBINE	344234N 0323750E	482 M / 125 M	OBST/R	ORITIS WTG35 1/41
LC-WT0009	WIND TURBINE	344256N 0323807E	484 M / 125 M		ORITIS WTG36 9/41
LC-WT0006	WIND TURBINE	344246N 0323749E	489 M / 125 M		ORITIS WTG37 6/41
LC-WT0003	WIND TURBINE	344240N 0323751E	483 M / 125 M		ORITIS WTG38 3/41
LC-WT0012	WIND TURBINE	344300N 0323658E	460 M / 125 M	OBST/R	ORITIS WTG39 12/41
LC-WT0023	WIND TURBINE	344350N 0323653E	456 M / 125 M		ORITIS WTG4 23/41
LC-WT0007	WIND TURBINE	344248N 0323707E	466 M / 125 M		ORITIS WTG40 7/41
LC-WT0005	WIND TURBINE	344244N 0323702E	456 M / 125 M	OBST/R	ORITIS WTG41 5/41
LC-WT0025	WIND TURBINE	344359N 0323707E	498 M / 125 M	OBST/R	ORITIS WTG5 25/41
LC-WT0028	WIND TURBINE	344421N 0323936E	600 M / 125 M		ORITIS WTG6 28/41
LC-WT0029	WIND TURBINE	344422N 0323748E	548 M / 125 M	OBST/R	ORITIS WTG7 29/41
LC-WT0031	WIND TURBINE	344431N 0323806E	557 M / 125 M		ORITIS WTG8 31/41
LC-WT0033	WIND TURBINE	344434N 0323811E	576 M / 125 M	OBST/R	ORITIS WTG9 33/41
LC-CH0002	CHIMNEY	345847N 0334450E	101 M / 100 M	OBST/R	ORMIDEIA CH004 1/4
LC-CH0003	CHIMNEY	345848N 0334450E	100 M / 100 M	OBST/R	ORMIDEIA CH005 2/4
LC-CH0004	CHIMNEY	345849N 0334450E	100 M / 100 M	OBST/R	ORMIDEIA CH006 3/4
LC-CH0005	CHIMNEY	345850N 0334451E	100 M / 100 M	OBST/R	ORMIDEIA CH007 4/4

Designation	Type of obstacle	Coordinates	ELEV/HGT GND	OBST LGT Type/Colour	REMARKS
1	2	3	4	5	6
LC-MS0026	MAST	350020N 0340147E	275 M / 100 M	OBST/R	PARALIMNI M042
LC-MS0025	MAST	350311N 0331747E	540 M / 193 M	OBST/R	PSIMOLOFOU M033
LC-MS0010	MAST	344310N 0331931E	119 M / 115 M		VASILIKOS M011 2/7
LC-MS0009	MAST	344310N 0331928E	102 M / 100 M		VASILIKOS M012 1/7
LC-MS0011	MAST	344311N 0331924E	125 M / 116 M		VASILIKOS M014 3/7
LC-MS0014	MAST	344325N 0331922E	119 M / 105 M		VASILIKOS M021 6/7
LC-MS0015	MAST	344325N 0331929E	126 M / 117 M		VASILIKOS M022 7/7
LC-MS0012	MAST	344314N 0331929E	123 M / 117 M		VASILIKOS M031 4/7
LC-MS0013	MAST	344320N 0331928E	124 M / 115 M		VASILIKOS M032 5/7
LC-WT0078	WIND TURBINE	345540.45N 0332810.03E	511 / 145 M	OBST/WR	AEOLIAN DYNAMICS 1/6
LC-WT0079	WIND TURBINE	345538.55N 0332832.28E	486 M / 145 M		AEOLIAN DYNAMICS 2/6
LC-WT0080	WIND TURBINE	345541.02N 0332851.96E	457 M / 145 M	OBST/WR	AEOLIAN DYNAMICS 3/6
LC-WT0081	WIND TURBINE	345540.81N 0332907.26E	430 M / 145 M		AEOLIAN DYNAMICS 4/6
LC-WT0082	WIND TURBINE	345542.25N 0332930.57E	373 M / 145 M	OBST/WR	AEOLIAN DYNAMICS 5/6
LC-WT0083	WIND TURBINE	345546.20N 0332947.65E	339 M / 145 M	OBST/WR	AEOLIAN DYNAMICS 6/6
LC-CR0008	CRANE	344109.23N 0330342.99E	190 M / 187 M	RED	TRILOGY 1/3
LC-CR0009	CRANE	344108.20N 0330341.21E	190 M / 188 M	RED	TRILOGY 2/3
LC-CR0010	CRANE	344109.62N 0330345.11E	190 M / 195 M	RED	TRILOGY 3/3

AD 0.6 TABLE OF CONTENTS TO PART 3

AD 0

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 2 AERODROMES

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LCLK AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Larnaka CTR 350517N 0330839E - 350024N 0332812E - 350241N 0340516E then a clockwise arc radius 25 NM centered on 345222.3N 0333732.1E - 342732N 0334125E - 343620N 0333718E then a clockwise arc radius 16 NM centered on 345222.3N 0333732.1E - 344246N 0332159E - 344300N 0330646E then a clockwise arc radius 27 NM centered on 345222.3N 0333732.1E - 350517N 0330839E
2	**Vertical limits**	SFC to 8000 FT ALT
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	LARNAKA APPROACH (for arrivals), LARNAKA TOWER (for departures) EN
5	**Transition altitude**	9000FT MSL
6	**Hours of Applicability**	H24
7	**Remarks**	NIL

1	**Designation and lateral limits**	Larnaka ATZ Area bounded by a circle of radius 4 NM centred on ARP
2	**Vertical limits**	SFC to 3000 FT ALT
3	**Airspace classification**	B
4	**ATS unit call sign** **Language(s)**	LARNAKA TOWER EN
5	**Transition altitude**	9000FT MSL
6	**Hours of Applicability**	H24
7	**Remarks**	NIL

LCLK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	Larnaka Approach	130.2 MHz	H24	Primary Frequency (STD)
		121.2 MHz		Alternate Frequency (ALT)
GMC	Larnaka Ground	119.4 MHz	H24	Primary Frequency (STD)
		121.9 MHz	H24	Alternate Frequency (ALT)
	Larnaka Delivery	120.575 MHz	HX	Clearance Delivery, check ATIS for operational hours
TWR	Larnaka Tower	130.2 MHz	H24	Primary Frequency (STD), VDF available
		121.2 MHz	H24	Alternate Frequency (ALT)
		353.8 MHz	H24	Military Frequency (MIL)
		121.5 MHz	H24	Emergency Frequency (EMRG)
SRE	NIL	NIL	NIL	
PAR	NIL	NIL	NIL	
ATIS	Larnaka Tower	126.55 MHz	H24	

LCLK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (5°E/2020)	LCA	112.8 MHz CH 75X	H24	345222.295N 0333732.089E	100 FT	Protection altitude 50000 FT range 200 NM
LOC 22 ILS CAT I (5°E/2020)	ILC	110.3 MHz	H24	345138.4N 0333628.7E		Position: 552 M from THR 04
GP 22	ILC	335 MHz	H24	345243.7N 0333755.5E		GP 2.75º RDH 51 FT Position: 383 M from THR 22
LOC/DME (5°E/2020)	ILC	CH 40X	H24	345243.7N 0333755.5E	100 FT	Collocated with GP
L	LCA	432 KHz	H24	344913N 0333315E		Range 50 NM
L	DKA	343 KHz	H24	345948.51N 0334429.96E		range 25 NM

LCLK AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Ground movement

1.1 General

a. All surface movements of aircraft, vehicles and personnel on the manoeuvring area are subject to ATC authorization except for the movement of vehicles and personnel on stand taxi lanes. The Airport Operator is responsible to ensure that the areas around aircraft on stand taxi lanes LA, LB, LC (Apron 1) and CT, CU, CV, CW (Apron 2), are clear of obstacles, personnel, vehicles, equipment, FOD and other obstructions.

b. Pilots are reminded that control of aircraft requiring start-up or push back clearance on the aprons is vested on ATC, and the control of vehicles and personnel is the responsibility of the Airport Operator. Instructions to aircraft are given on the understanding that separation between aircraft and vehicles not under ATC is not included in the instruction. Pilots should maintain a careful lookout whilst manoeuvring on aprons and associated stand taxi lanes and be aware that they are crossing service roads where vehicles and personnel are moving at times which are not under ATC.

c. Aircraft shall taxi on aprons, stand taxi lanes and taxiways at the minimum obligatory speed.

1.2 Aprons & Stand Taxi lanes

a. Aircraft shall keep all engines running in order to reduce the necessity for high thrust levels on the remaining engines.

b. Use of reverse thrust within the aprons is prohibited.

c. Aircraft Code E are not permitted to use the following stand taxi lanes:

1. LA (Apron 1)

2. CV (Apron 2) with the exception of stand 81.

d. Apron 1 stands 22-28, 31A, 32A, 33 and 42A-47 are equipped with a Visual Docking Guidance System (VDGS).

LCPH - PAFOS INTERNATIONAL

LCPH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LCPH - PAFOS INTERNATIONAL

LCPH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	344305.08N 0322906.26E RWY and TWY junction 1300 M from THR RWY 11
2	**Direction and distance from (city)**	110 DEG/6.5km from Pafos
3	**Elevation/Reference temperature**	13 M (RWY 11 TDZ)/34°C (August)
4	**Geoid undulation at AD ELEV PSN**	22 M estimated, calculated from South corner of main apron
5	**MAG VAR/Annual change**	5° E (2020)/0.045° E Increasing
6	**AD Administration, address, telephone, telefax, telex, AFS, Email**	Post: Ministry of Transport, Communication and Works Civil Aviation Department Pafos Airport Phone: +357 26812425 Fax: +357 26306531 AFS: LCPHYDYX Email: pfoairport@dca.mcw.gov.cy
7	**Types of traffic permitted (IFR/VFR)**	IFR-VFR
8	**Remarks**	NIL

LCPH AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	H24
2	**Customs and immigration**	H24
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24 by Larnaka ARO
5	**ATS Reporting Office (ARO)**	H24 by Larnaka ARO
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	Pafos joint refuelling services (Air BP-RAMOIL) MON-FRI 0600-2100 outside these hours 1HR prior notice Phone: +357 26422838 Fax: +357 26422853 **PPT Aviation** H24 Phone: +357 26422389 Fax: +357 26422358
9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	N/A

12	**Remarks**	NIL

LCPH AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	
2	**Fuel/oil types**	Jet A1 AVGAS-LL
3	**Fuelling facilities/capacity**	Pafos Joint refuelling services (Air BP-RAMOIL) 1. One truck of 46 000 2. Two trucks of 65 000 3. One truck of 68 000 4. One truck of 5000 (AVGAS) PPT Aviation 1. Two trucks of 36 000 2. One truck of 38 000 3. One truck of 68 000 All in litres
4	**De-icing facilities**	N/A
5	**Hangar space available for visiting aircraft**	None
6	**Repair facilities for visiting aircraft**	None
7	**Remarks**	NIL

LCPH AD 2.5 PASSENGER FACILITIES

1	**Hotels**	In the city
2	**Restaurants**	At AD and in the city
3	**Transportation**	Busses, taxis and self drive cars in the AD
4	**Medical facilities**	Qualified nurse and first aid at AD Hospital in the city 9 KM
5	**Bank** **Post Office**	ATMs in terminal N/A
6	**Tourist Office**	Monday 1300-2300 Tuesday to Friday 0900-2300 Saturday and Sunday 1000-2300 Phone: +357 26423161 Fax: +357 26422957 Email: PaphosAirport@visitcyprus.com URL: http://www.visitcyprus.com
7	**Remarks**	NIL

LCPH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	A7
2	**Rescue equipment**	Rescue equipment: metal cutting tools Two air bags
3	**Capability for removal of disabled aircraft**	Up to Code C aircraft
4	**Remarks**	Aircraft operators must have a confirmed contract for removal of disabled aircraft. Aircraft removal arrangements must be submitted to Hermes Airports Ltd. Foaming on RWY not available

LCPH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	N/A
2	**Clearance priorities**	N/A
3	**Remarks**	Information on RWYS affected by standing water not associated with snow or ice is disseminated by NOTAM

LCPH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface and strength**	**APRON** **1**, **2**, **3**, **4**, **4A**, **4B**, **5**, **5A**, **5B**, **6**, **6A**, **6B**, **14B**, **15**, **15A**, **15B** ACFT stands Surface: CONC Strength: PCN 53/R/B/W/T **7** ACFT stand Surface: CONC Strength: PCN 54/R/C/W/T **8**, **9**, **9A**, **9B**, **10**, **10A, 10B**, **11**, **11A**, **11B** ACFT stands Surface: CONC Strength: PCN 53/R/B/W/U **12, 14A** ACFT stands Surface: CONC Strength: PCN 49/R/B/W/T **14** ACFT stand Surface: CONC Strength: PCN 52/R/B/W/T **GENERAL AVIATION APRON** Surface: ASPH Strength: PCN 22/R/B/W/T

2	**Taxiway width, surface and strength**	**TAXIWAY** **A**, **B**, **C**, **D**, **E** Width: 23 M Surface: ASPH Strength: PCN 80/F/C/W/U **G** Width: 27 M Surface: ASPH Strength: PCN 131/F/B/W/T **H** Width: 23 M Surface: ASPH Strength: PCN 77/F/A/W/T **M** Width: 23 M Surface: ASPH Strength: PCN 65/F/C/W/T **Y** Width: 23 M Surface: CONC Strength: PCN N/A **W**, **V** Width: 23 M Surface: ASPH Strength: PCN N/A **TAXILANE** **J** Width: 60 M Surface: ASPH Strength: PCN 125/F/B/W/T **K** Width: 85 M Surface: CONC+ASPH Strength: PCN 100/F/C/W/T Strength: PCN 53/R/C/W/T **U** Width: 37 M Surface: CONC Strength: PCN 22/R/B/W/T
3	**ACL location and elevation**	Location : At Apron Elevation : 20 FT
4	**VOR checkpoints**	344301N 0322901E distance 2106 M.
5	**INS checkpoints**	INS: See Aircraft Parking/chart
6	**Remarks**	NIL

LCPH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Visual docking guidance system with traffic lights installed on stands 4,5,9,10 and 11. Pilots are requested to follow the system for parking. Mandatory ”FOLLOW ME” car service is suspended for all arriving and departing aircraft. Pilots to strictly adhere to ATC instructions. ”FOLLOW ME” car will be used on request by aircraft operators.
2	**RWY/TWY markings and LGT**	RWY: EDGE,THR marked and lighted.END lighted. Designation TDZ, Centre line marked, not lighted. TWY: Edge lighted. Centre line, holding positions at all TWY/RWY intersections marked.TWY G and H, RWY intersections marked and lighted.TWY B centre line marked and lighted.
3	**Stop bars**	Stop bars TWY G and H
4	**Remarks**	NIL

LCPH AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				**In circling area and at aerodrome**			
1				**2**			**3**
RWY/Area affected	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**Remarks**
a	**b**		**c**	**a**		**b**	**c**
11/APP 29/TKOF	ANTENNA LGTD	16 M	344323.83N 0323804.70E	TREE NIL	28 M	344334.38N 0322805.65E	
29 APP 11 TKOF	TREE NIL	17 M	344242.38N 0323033.88E	TREE NIL	23 M	344335.89N 0322753.65E	
	ANTENNA LGTD	18 M	344242.36N 0323020.98E				
	PYLON NIL	15 M	344238N 0323036E				

LCPH AD 2.11 METEOROLOGIGAL INFORMATION PROVIDED

1	**Associated MET Office**	PAFOS
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	LARNAKA 6 HRS
4	**Type of landing forecast**	NIL
5	**Briefing/consultation provided**	Consultation by telephone from Larnaka MET Office
6	**Flight documentation** **Language(s) used**	NIL
7	**Charts and other information available for briefing or consultation**	NIL
8	**Supplementary equipment available for providing information**	NIL

9	**ATS units provided with information**	Pafos TWR Pafos APP Pafos GND
10	**Additional information (limitation of service, etc.)**	NIL

LCPH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
11	110.22°	2699x45	111/F/C/W/T CONC+ASPH	344320.49N 0322815.61E – GUND 22 M (Estimated)	THR 12.3 M	-0.1%
29	290.22°		111/F/C/W/T CONC+ASPH	344250.18N 0322955.23E – GUND 21.9 M (Estimated)	THR 9.2 M TDZ 10.5 M	0.1%

Designation RWY NR	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Resa dimensions (M)	OFZ	Remarks
1	8	9	10	11	12	13
11	48x45	675x150	2867x300	90x90	NIL	In order to avoid overloading of paved areas, the occasional movement by aircraft with Aircraft Classification Number (ACN) not exceeding 10% of the reported Pavement Classification Number (PCN) is permitted. Furthermore the annual number of overload movements should not exceed 5% of the total annual aircraft movements.
29	NIL	298x150		90x90		

LCPH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	2699 M	3374 M	2747 M	2699 M	NIL
29	2699 M	2997 M	2699 M	2699 M	

LCPH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing colour, INTST	RWY Edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
11	SIAL 360 M Cross Bar at 300 M	GRN VRB	PAPI Left/3°	NIL	NIL	2699 M 60 M WHI VRB	RED VRB	48 M RED	NIL
29	PA CAT I 900 M Cross Bar at 300 M Barret 600 M	GRN VRB	PAPI Left/3°	NIL	NIL	2699 M 60 M WHI VRB	RED VRB	NIL	NIL

LCPH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	ABN: NIL IBN: NIL
2	**LDI location and LGT**	NIL
	Anemometer location and LGT	RWY 11: 344312.86N 0322824.74E (LIGHTED) RWY 29: 344249.64N 0322941.07E (LIGHTED)
3	**TWY edge and centre line lighting**	EDGE: TWY A, B, C, D, E, H, M are lighted blue. TWY G is not lighted Centre line: Only TWY B is lighted green
4	**Secondary power supply/switch-over time**	Secondary power supply for navigation and lighting aids. Switchover time: 5 to 10 sec maximum Exceptions are RWY Edge, RWY End and Stop Bar lighting systems which are power supplied through UPS systems allowing a switchover time less than 1 sec.
5	**Remarks**	NIL

LCPH AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	NIL
2	**TLOF and/or FATO elevation M/FT**	NIL
3	**TLOF and FATO area dimensions, surface, strength, marking**	NIL
4	**True and MAG BRG of FATO**	NIL
5	**Declared distance available**	NIL
6	**APP and FATO lighting**	NIL
7	**Remarks**	No designated helicopter landing area available. Expect landing at THR 29 or THR 11 taxi or air-taxi instructions by ATC to assigned apron and stand parking area.

LCPH AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	PAFOS CTR 350226N 0320248E - 344827N 0324711E then a clockwise arc radius 15 NM centered on 344242.40N 0323021E - 342901N 0323758E - 341247N 0322638E then a clockwise arc radius 30 NM centered on 344242.40N 0323021E - 350226N 0320248E
2	**Vertical limits**	SFC TO 7500 FT ALT
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	Pafos Tower EN
5	**Transition altitude**	9000FT MSL
6	**Hours of Application**	H24
7	**Remarks**	NIL

1	**Designation and lateral limits**	PAFOS ATZ Area bounded by a circle of radius 4 NM centred on ARP
2	**Vertical limits**	SFC TO 3000 FT ALT
3	**Airspace classification**	B
4	**ATS unit call sign** **Language(s)**	Pafos Tower EN
5	**Transition altitude**	9000FT MSL
6	**Hours of Application**	H24
7	**Remarks**	NIL

LCPH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**
APP	Pafos Approach	130.625 MHz	H24	Primary Frequency (STD)
		119.9 MHz		Alternate Frequency (ALT)
GMC	Pafos Ground	120.8 MHz	H24	NIL
TWR	Pafos Tower	130.625 MHz	H24	Primary Frequency (STD)
		119.9 MHz	H24	Alternate Frequency (ALT)
		353.8 MHz	H24	Military Frequency (MIL)
		121.5 MHz	H24	Emergency Frequency (EMRG)
ATIS	Pafos Tower	127.325 MHz	H24	NIL

LCPH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (5° E/2020)	PHA	117.9 MHz 126X	H24	344242.4N 0323021.0E	100 FT	NIL
LOC 29 ILS CAT I (5° E/2020)	IPA	108.9 MHz	H24	344323.8N 0322804.7E		Position: 298 M from THR 11
GP 29	IPA	329.3 MHz	H24	344250.1N 0322941.8E		Caution due to Glidepath's fluctuations beyond 6.5 NM GP 3° RDH 50 FT Position: 319 M from THR 29
LOC/DME (5° E/2020)	IPA	CH26X	H24	344250.1N 0322941.8E	100 FT	Freq paired with LLZ IPA DME instead of marker
L	PHA	328 KHz	H24	344306.5N 0322834.4E		Range 50 NM

LCPH AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing to and from Stands

1.1 General

a. All surface movements of aircraft, vehicles and personnel on the manoeuvring area are subject to ATC authorization except for the movement of vehicles and personnel on stand taxi lanes. The Airport Operator is responsible to ensure that the areas around aircraft on stand taxi lanes J, K, U, are clear of obstacles, personnel, vehicles, equipment, FOD and other obstructions.

b. Pilots are reminded that control of aircraft requiring start-up or push back clearance on the aprons is vested on ATC, and the control of vehicles and personnel is the responsibility of the Airport Operator. Instructions to aircraft are given on the understanding that separation between aircraft and vehicles not under ATC is not included in the instruction. Pilots should maintain a careful lookout whilst manoeuvring on aprons and associated stand taxi lanes and be aware that they are crossing service roads where vehicles and personnel are moving at times which are not under ATC.

c. Aircraft shall taxi on aprons, stand taxi lanes and taxiways at the minimum obligatory speed.

d. Aircraft must follow the main taxi lines and adhere to the indications for the apron and the stand.

e. No deviations are permitted unless guided by "FOLLOW ME" vehicles.

f. Use of reverse thrust within the aprons is prohibited.

g. Mandatory "FOLLOW ME" car service is suspended for all arriving and departing aircraft. Pilots to strictly adhere to ATC instructions. "FOLLOW ME" car will be used on request by aircraft operators.

h. TWY B may be used for arriving and departing traffic. Due to no stop bar lights available on TWY A, C, D and E connecting TWY B with RWY, pilots are requested to exercise caution when holding short of RWY during night time or reduced visibility.

i. Leave the taxi lane centre line only after visual contact with the marshaller. If no marshaller is present at the assigned stand, advise ATC.

j. Pilots are strictly advised to request pushback only when fully ready and in communication with ground staff. On first contact with ATC pilots are to report aircraft type and stand number.

k. Visual docking guidance system with traffic lights installed on stands 4, 5, 9, 10 and 11. Pilots are requested to follow the system for parking.

l. No lead-out lines out of parking stands 12, 14, 14A, 14B, 15, 15A, 15B. "FOLLOW ME" guidance will be available for taxi out upon request.

1.2 Arrival

1.2.1 Landing RWY 11

If able and approved by ATC vacate via TWY G, otherwise vacate via TWY D or TWY E to the parallel TWY B and follow ATC instructions.

For aircraft landing on RWY 11 if unable to stop and vacate via TWY G expect to vacate on TWY B either via TWY D or TWY E or make 180 degree turn on turning pad at the end of the RWY and backtrack. All aircraft to follow ATC instructions.

1.2.2 Landing RWY 29

If able exit via TWY H and hold at holding point H2 waiting for ATC instructions unless otherwise instructed. If unable to vacate via TWY H exit to parallel TWY B via TWY A to hold at TWY C and follow ATC instructions.

For aircraft landing on RWY 29 if needed to backtrack, 2 intermediate turning pad markings are located after TWY H for 180 degree turns for code C aircraft such as all B737 series and A318/ 319/320/321. All other landing aircraft code C, code S and code E if unable to stop and vacate to the apron via TWY H must use turning pads at the end of RWY to backtrack or vacate to TWY B via TWY A. All aircraft to follow ATC instructions.

1.3 Departure

1.3.1 Departing RWY 11

Follow ATC instructions to TWY H, unless otherwise instructed.

1.3.2 Departing RWY 29

Follow ATC instructions to TWY G, unless otherwise instructed.

2. Local Flying Restrictions

2.1 Standard Traffic pattern: RWY 11 right hand. RWY 29 left hand.

NOTE: Special arrangements for helicopters and light ACFT to use the left hand circuit for RWY 11 and right hand circuit for RWY 29.

3. Circuit Altitude

3.1 Aircraft cat A and B 1000 FT and cat C and D 1500 FT.

LCPH AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

LCPH AD 2.22 FLIGHT PROCEDURES

1. Low Visibility Procedures

1.1 The Airline Operator shall establish the Aerodrome Operating Minima to be used in operations and the State of the Operator shall approve the method of determination.With the current configuration of Pafos Airport, the Operating Minima defined as 800 M RVR for departure.

LCPH AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

1.1 Bird activity takes place daily when birds fly across the RWY in search of food, water and shelter in the adjoining areas.

1.2 As far as practicable Pafos Tower will inform pilots of aircraft of this bird activity and the estimated height AGL.

1.3 Regular dispersal activity includes the firing of shell crackers and gas cannons and the use of live ammunition and hailing devices.

LCPH AD 2.24 CHARTS RELATED TO AN AERODROME

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CHANGES: ADDED HOLDING POINT B1, UPDATED PCN VALUES, UPDATED RWY11 DIRECTION, UPDATED RWY29 DIRECTION, UPDATED COORDINATES FOR RWY11, RWY29 AND THRESHOLD11, UPDATED ARP COORDINATES, UPDATED ARP ELEVATION, UPDATED TDZ11 ELEVATION, UPDATED THR29 ELEVATION, UPDATED TDZ29 ELEVATION, UPDATED MAGNETIC VARIATION, APP FREQUENCY UPDATED

AERODROME CHART-ICAO

34°43'05.08"N
032°29'06.26"E

ELEV 42ft

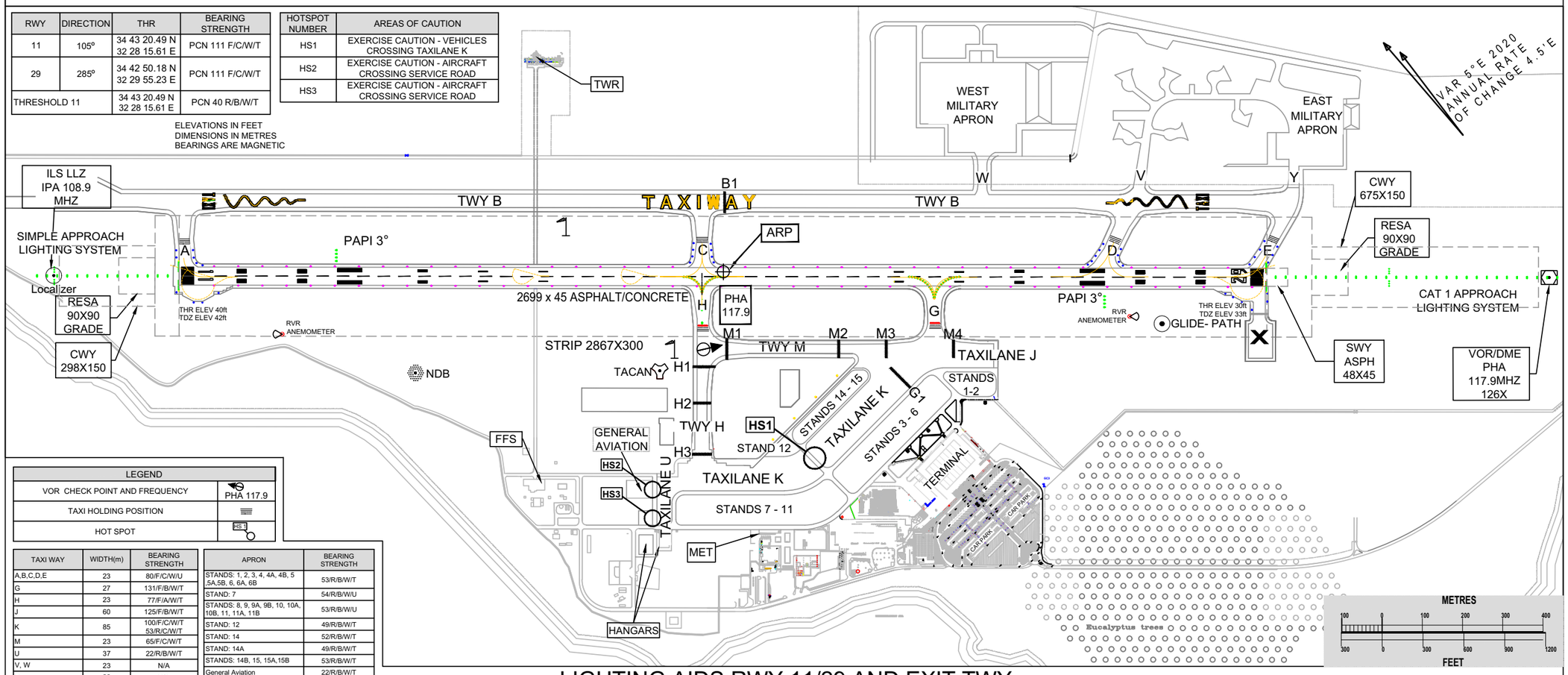
APP 130.365
TWR 130.625
ATIS 127.325

PAFOS INTL AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
11	105°	34 43 20.49 N 32 28 15.61 E	PCN 111 F/C/W/T
29	285°	34 42 50.18 N 32 29 55.23 E	PCN 111 F/C/W/T
THRESHOLD 11		34 43 20.49 N 32 28 15.61 E	PCN 40 R/B/W/T

HOTSPOT NUMBER	AREAS OF CAUTION
HS1	EXERCISE CAUTION - VEHICLES CROSSING TAXILANE K
HS2	EXERCISE CAUTION - AIRCRAFT CROSSING SERVICE ROAD
HS3	EXERCISE CAUTION - AIRCRAFT CROSSING SERVICE ROAD

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

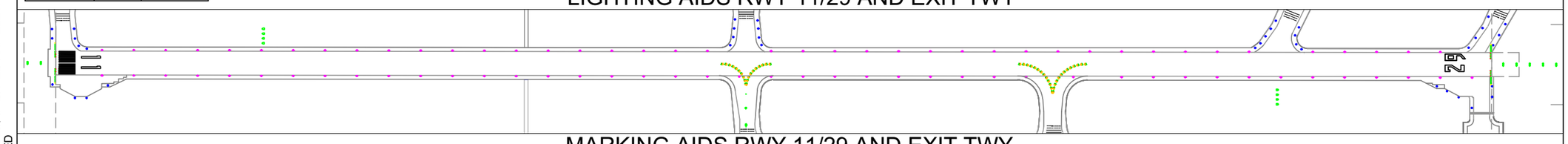


LEGEND	
VOR CHECK POINT AND FREQUENCY	PHA 117.9
TAXI HOLDING POSITION	
HOT SPOT	HS 1

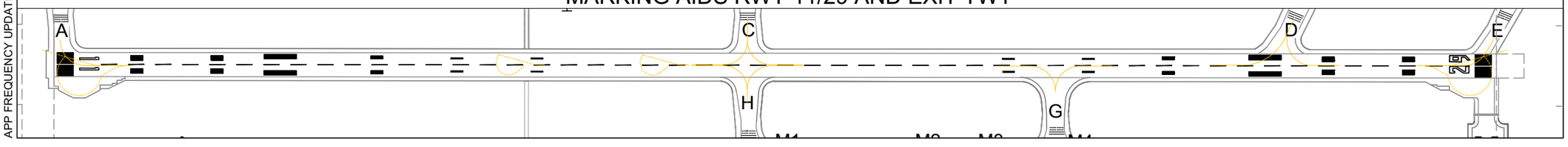
TAXI WAY	WIDTH(m)	BEARING STRENGTH
A,B,C,D,E	23	80/F/C/W/U
G	27	131/F/B/W/T
H	23	77/F/A/W/T
J	60	125/F/B/W/T
K	85	100/F/C/W/T 53/R/C/W/T
M	23	65/F/C/W/T
U	37	22/R/B/W/T
V, W	23	N/A
Y	23	N/A

APRON	BEARING STRENGTH
STANDS: 1, 2, 3, 4, 4A, 4B, 5 ,5A,5B, 6, 6A, 6B	53/R/B/W/T
STAND: 7	54/R/B/W/U
STANDS: 8, 9, 9A, 9B, 10, 10A, 10B, 11, 11A, 11B	53/R/B/W/U
STAND: 12	49/R/B/W/T
STAND: 14	52/R/B/W/T
STAND: 14A	49/R/B/W/T
STANDS: 14B, 15, 15A,15B	53/R/B/W/T
General Aviation	22/R/B/W/T

LIGHTING AIDS RWY 11/29 AND EXIT TWY



MARKING AIDS RWY 11/29 AND EXIT TWY



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CHANGES: ACFT STAND 1A COMPLETELY WITHDRAWN, UPDATED COORDINATES OF ALL STANDS, UPDATED PCN VALUES, ADDED HOT SPOTS, UPDATED APRON ELEVATION, UPDATED ARP COORDINATES, UPDATED MAGNETIC VARIATION

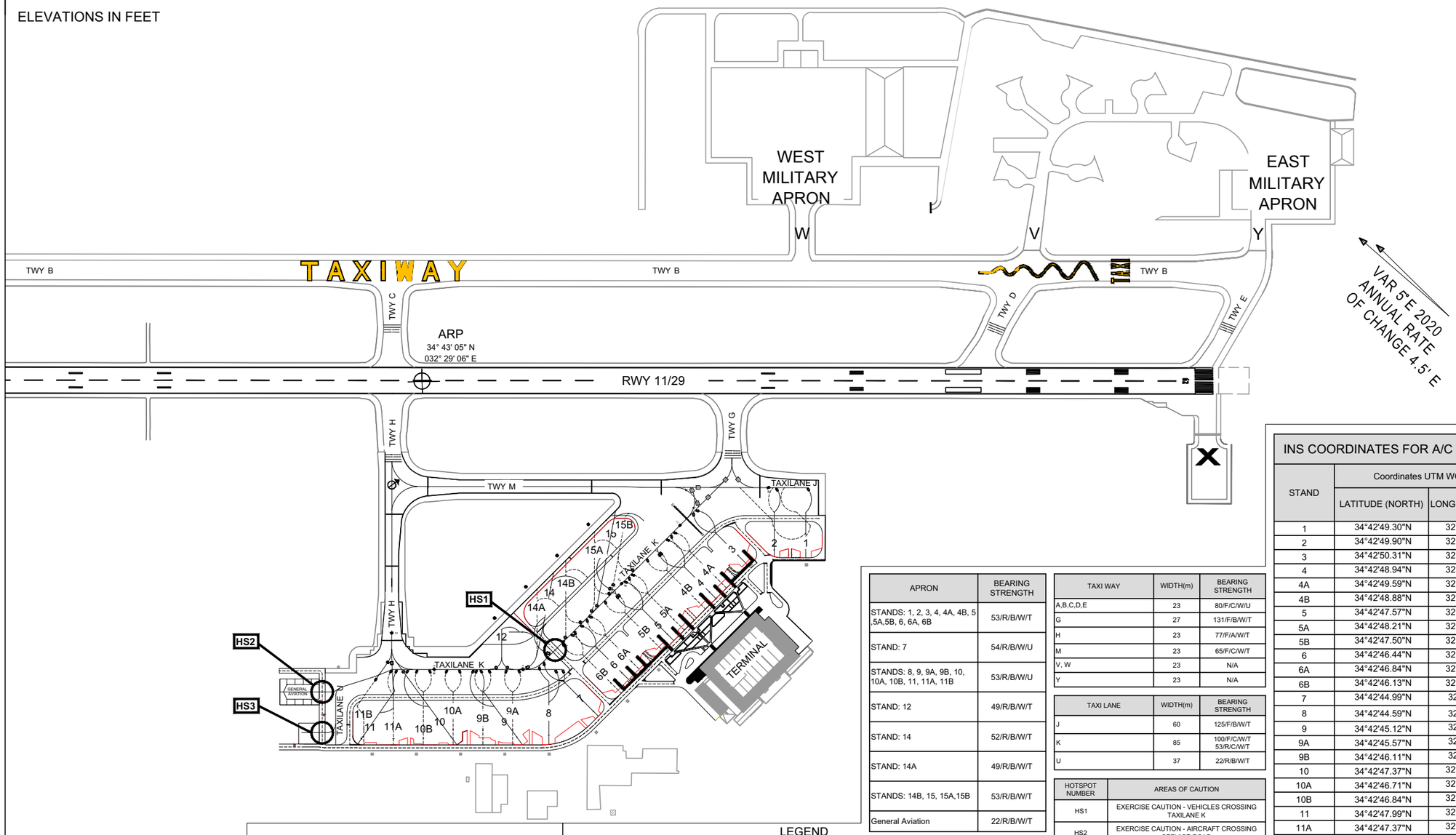
AIRCRAFT PARKING/ DOCKING CHART-ICAO

APRON
ELEV 24ft

TWR 130.625

PAFOS INTL AIRPORT

ELEVATIONS IN FEET



APRON	BEARING STRENGTH
STANDS: 1, 2, 3, 4, 4A, 4B, 5 ,5A,5B, 6, 6A, 6B	53/R/B/W/T
STAND: 7	54/R/B/W/U
STANDS: 8, 9, 9A, 9B, 10, 10A, 10B, 11, 11A, 11B	53/R/B/W/U
STAND: 12	49/R/B/W/T
STAND: 14	52/R/B/W/T
STAND: 14A	49/R/B/W/T
STANDS: 14B, 15, 15A,15B	53/R/B/W/T
General Aviation	22/R/B/W/T

TAXI WAY	WIDTH(m)	BEARING STRENGTH
A,B,C,D,E	23	80/F/C/W/U
G	27	131/F/B/W/T
H	23	77/F/A/W/T
M	23	65/F/C/W/T
V, W	23	N/A
Y	23	N/A

TAXI LANE	WIDTH(m)	BEARING STRENGTH
J	60	125/F/B/W/T
K	85	100/F/C/W/T 53/R/C/W/T
U	37	22/R/B/W/T

HOTSPOT NUMBER	AREAS OF CAUTION
HS1	EXERCISE CAUTION - VEHICLES CROSSING TAXILANE K
HS2	EXERCISE CAUTION - AIRCRAFT CROSSING SERVICE ROAD
HS3	EXERCISE CAUTION - AIRCRAFT CROSSING SERVICE ROAD

LEGEND

PRIMARY LEAD-IN LINE
STAND SAFETY LINE
SECONDARY LEAD-IN LINE
STOP-LINE
5 AIRCRAFT STAND

INS COORDINATES FOR A/C STANDS		
STAND	Coordinates UTM WGS84	
	LATITUDE (NORTH)	LONGITUDE (EAST)
1	34°42'49.30"N	32°29'25.57"E
2	34°42'49.90"N	32°29'23.60"E
3	34°42'50.31"N	32°29'21.20"E
4	34°42'48.94"N	32°29'18.57"E
4A	34°42'49.59"N	32°29'19.30"E
4B	34°42'48.88"N	32°29'17.51"E
5	34°42'47.57"N	32°29'14.96"E
5A	34°42'48.21"N	32°29'15.70"E
5B	34°42'47.50"N	32°29'13.90"E
6	34°42'46.44"N	32°29'11.21"E
6A	34°42'46.84"N	32°29'12.08"E
6B	34°42'46.13"N	32°29'10.29"E
7	34°42'44.99"N	32°29'8.55"E
8	34°42'44.59"N	32°29'5.20"E
9	34°42'45.12"N	32°29'3.15"E
9A	34°42'45.57"N	32°29'3.06"E
9B	34°42'46.11"N	32°29'1.18"E
10	34°42'47.37"N	32°28'59.04"E
10A	34°42'46.71"N	32°28'59.31"E
10B	34°42'46.84"N	32°28'57.27"E
11	34°42'47.99"N	32°28'53.38"E
11A	34°42'47.37"N	32°28'55.39"E
11B	34°42'48.43"N	32°28'53.75"E
12	34°42'50.44"N	32°29'5.91"E
14	34°42'52.21"N	32°29'8.73"E
14A	34°42'51.60"N	32°29'7.48"E
14B	34°42'52.54"N	32°29'9.24"E
15	34°42'54.25"N	32°29'14.10"E
15A	34°42'53.52"N	32°29'12.43"E
15B	34°42'54.27"N	32°29'14.92"E

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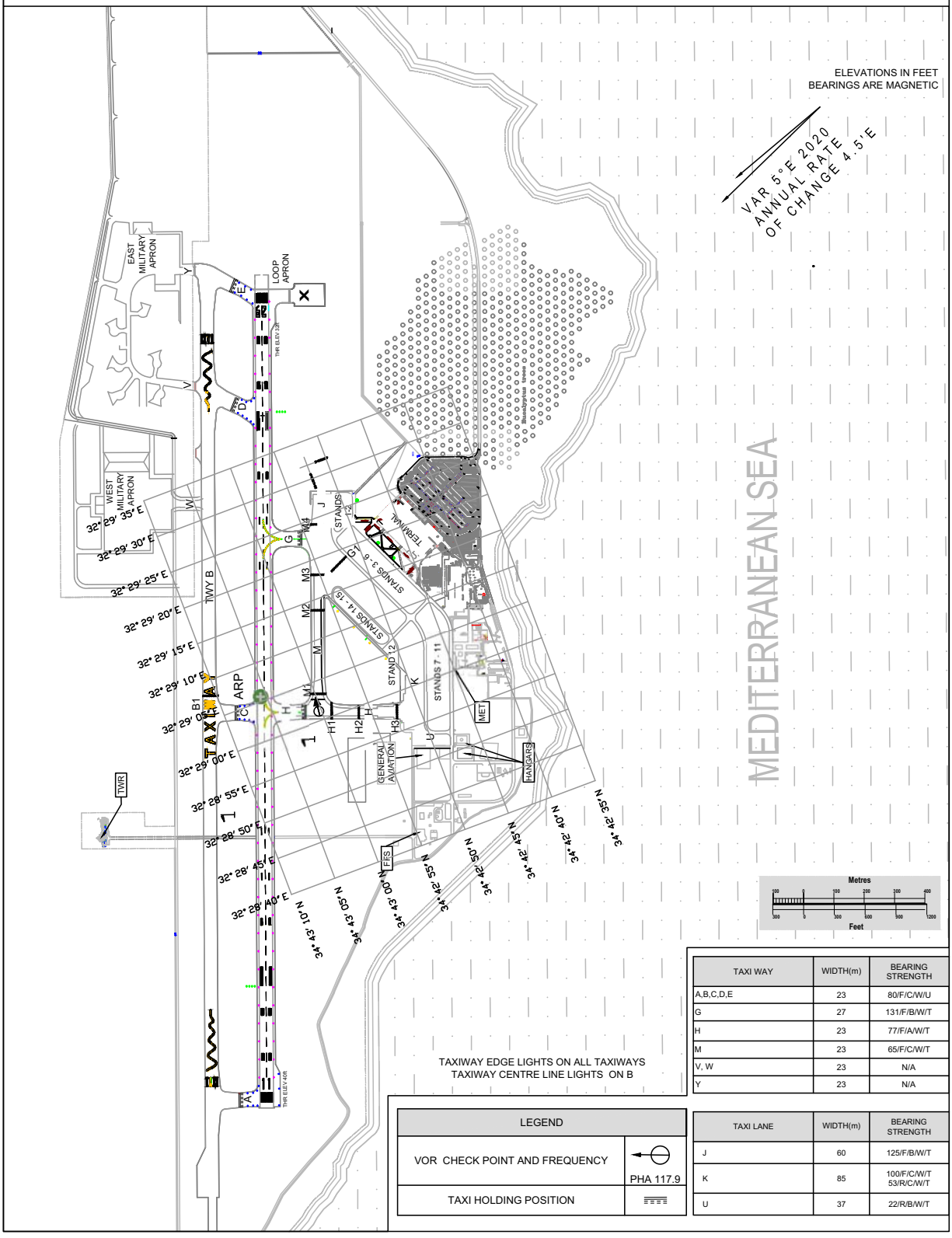
CHANGES: ADDED HOLDING POINT B1, UPDATED PCN VALUES, UPDATED APRON ELEVATION, UPDATED THR29 ELEVATION, UPDATED GRID, UPDATED MAGNETIC VARIATION

AERODROME GROUND MOVEMENT CHART-ICAO

APRON ELEV 24 ft

TWR 130.625

PAFOS INTL.AIRPORT



TAXI WAY	WIDTH(m)	BEARING STRENGTH
A,B,C,D,E	23	80/F/C/W/U
G	27	131/F/B/W/T
H	23	77/F/A/W/T
M	23	65/F/C/W/T
V, W	23	N/A
Y	23	N/A

LEGEND	
VOR CHECK POINT AND FREQUENCY	PHA 117.9
TAXI HOLDING POSITION	

TAXI LANE	WIDTH(m)	BEARING STRENGTH
J	60	125/F/B/W/T
K	85	100/F/C/W/T 53/R/C/W/T
U	37	22/R/B/W/T

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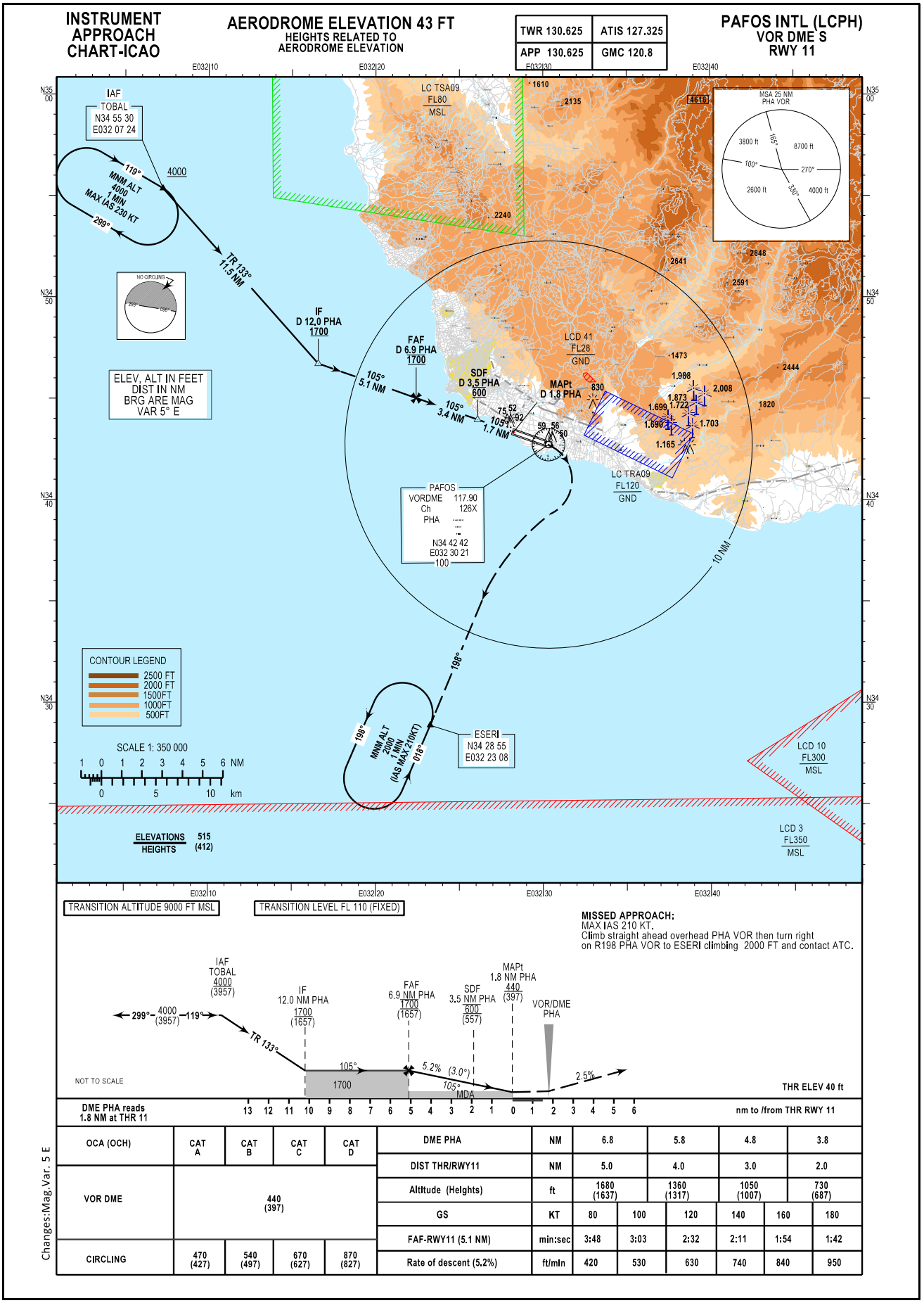

OCA (OCH)	CAT A	CAT B	CAT C	CAT D
VOR DME	440 (397)			
CIRCLING	470 (427)	540 (497)	670 (627)	870 (827)

DME PHA	NM	6.8	5.8	4.8	3.8
DIST THR/RWY11	NM	5.0	4.0	3.0	2.0
Altitude (Heights)	ft	1680 (1637)	1360 (1317)	1050 (1007)	730 (687)

GS	KT	80	100	120	140	160	180
FAF-RWY11 (5.1 NM)	min:sec	3:48	3:03	2:32	2:11	1:54	1:42
Rate of descent (5.2%)	ft/min	420	530	630	740	840	950

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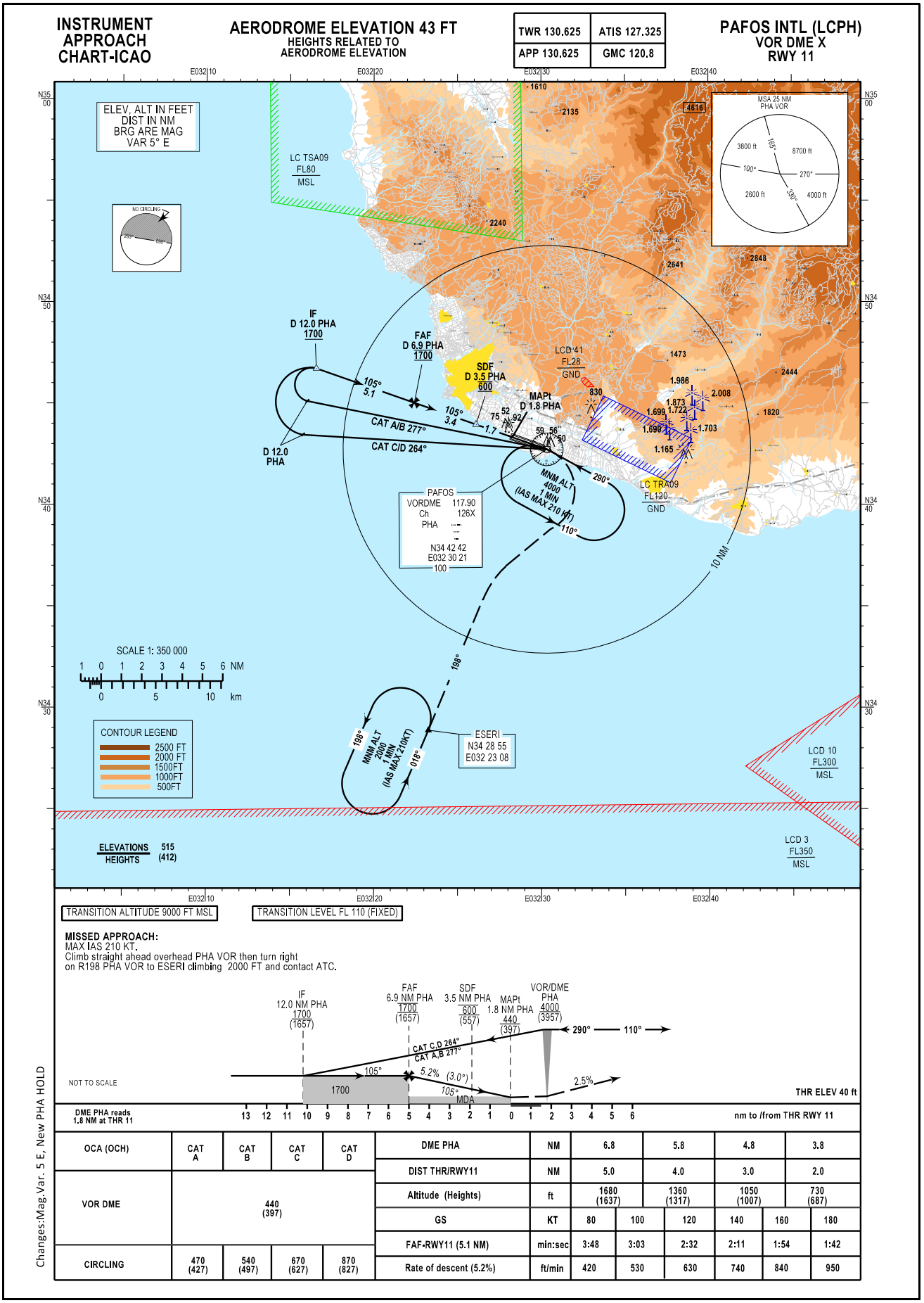

OCA (OCH)	CAT A	CAT B	CAT C	CAT D
VOR DME	440 (397)			
CIRCLING	470 (427)	540 (497)	670 (627)	870 (827)

DME PHA	NM	6.8	5.8	4.8	3.8
DIST THR/RWY11	NM	5.0	4.0	3.0	2.0
Altitude (Heights)	ft	1680 (1637)	1360 (1317)	1050 (1007)	730 (687)

GS	KT	80	100	120	140	160	180
FAF-RWY11 (5.1 NM)	min:sec	3:48	3:03	2:32	2:11	1:54	1:42
Rate of descent (5.2%)	ft/min	420	530	630	740	840	950

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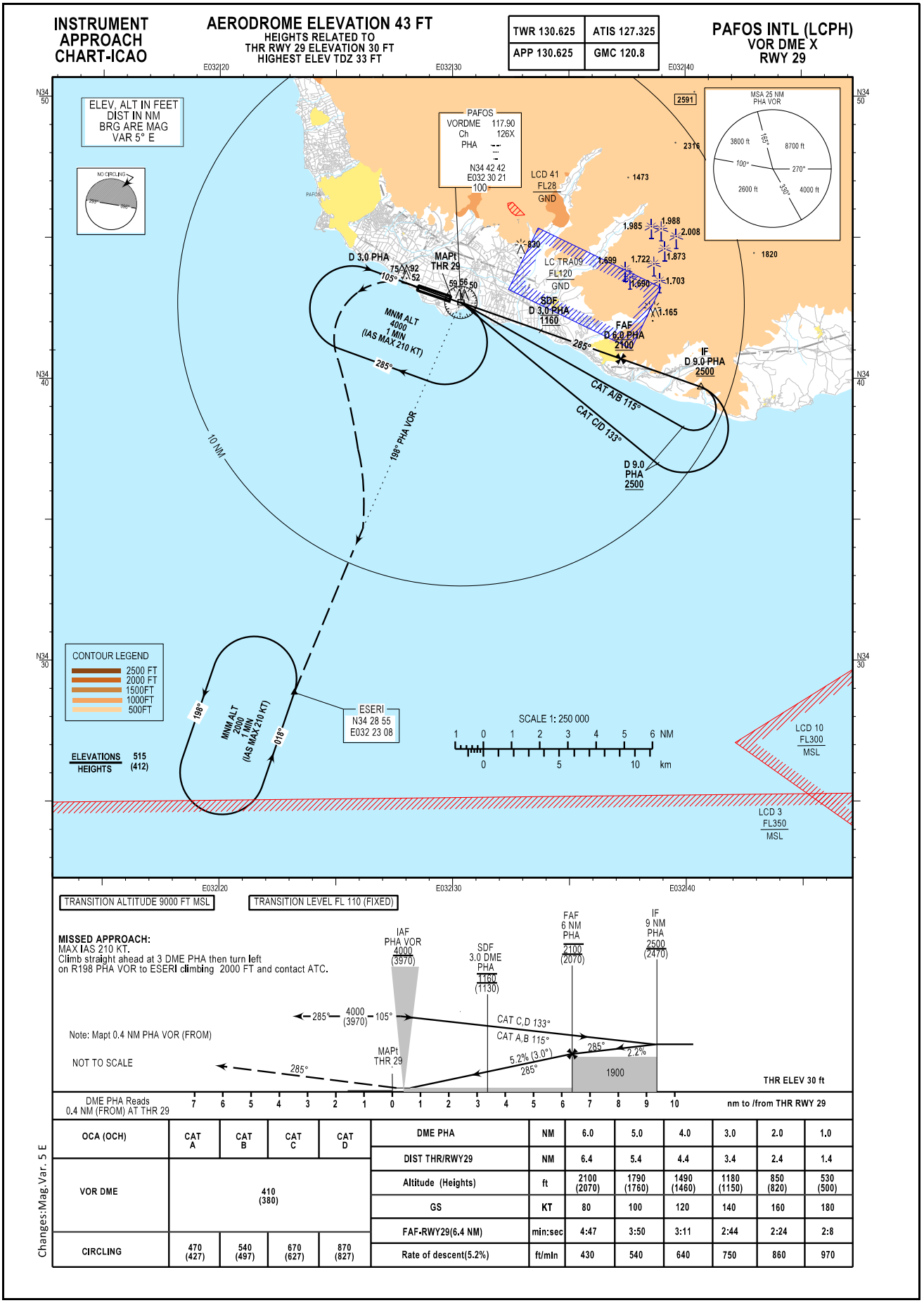
INSTRUMENT APPROACH CHART-ICAO
AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO THR RWY 29 ELEVATION 30 FT
HIGHEST ELEV TDZ 33 FT
TWR 130.625
ATIS 127.325
APP 130.625
GMC 120.8
PAFOS INTL (LCPH)
VOR DME X
RWY 29
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
PAFOS
VORDME 117.90
Ch 126X
PHA
N34 42 42
E032 30 21
100
LCD 41
FL28
GND
MSA 25 NM
PHA VOR
3800 ft
8700 ft
2600 ft
4000 ft
D 3.0 PHA
MAPt
THR 29
LC TRA09
FL120
GND
SDF
D 3.0 PHA
1160
FAF
D 6.0 PHA
2100
IF
D 9.0 PHA
2500
MNM ALT
4000
1 MIN
(IAS MAX 210 KT)
285°
105°
198° PHA VOR
10 NM
CAT A/B 115°
CAT C/D 133°
D 9.0
PHA
2500
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
ELEVATIONS
HEIGHTS
515
(412)
ESERI
N34 28 55
E032 23 08
198°
018°
SCALE 1: 250 000
LCD 10
FL300
MSL
LCD 3
FL350
MSL
TRANSITION ALTITUDE 9000 FT MSL
TRANSITION LEVEL FL 110 (FIXED)
MISSED APPROACH:
MAX IAS 210 KT.
Climb straight ahead at 3 DME PHA then turn left
on R198 PHA VOR to ESERI climbing 2000 FT and contact ATC.
IAF
PHA VOR
4000
(3970)
SDF
3.0 DME
PHA
1160
(1130)
FAF
6 NM
PHA
2100
(2070)
IF
9 NM
PHA
2500
(2470)
Note: Mapt 0.4 NM PHA VOR (FROM)
NOT TO SCALE
CAT C,D 133°
CAT A,B 115°
5.2% (3.0°)
2.2%
1900
THR ELEV 30 ft
DME PHA Reads
0.4 NM (FROM) AT THR 29
nm to /from THR RWY 29
Changes:Mag.Var. 5 E
OCA (OCH)
CAT A
CAT B
CAT C
CAT D
VOR DME
410
(380)
CIRCLING
470
(427)
540
(497)
670
(627)
870
(827)
DME PHA
NM
6.0
5.0
4.0
3.0
2.0
1.0
DIST THR/RWY29
NM
6.4
5.4
4.4
3.4
2.4
1.4
Altitude (Heights)
ft
2100
(2070)
1790
(1760)
1490
(1460)
1180
(1150)
850
(820)
530
(500)
GS
KT
80
100
120
140
160
180
FAF-RWY29(6.4 NM)
min:sec
4:47
3:50
3:11
2:44
2:24
2:8
Rate of descent(5.2%)
ft/min
430
540
640
750
860
970

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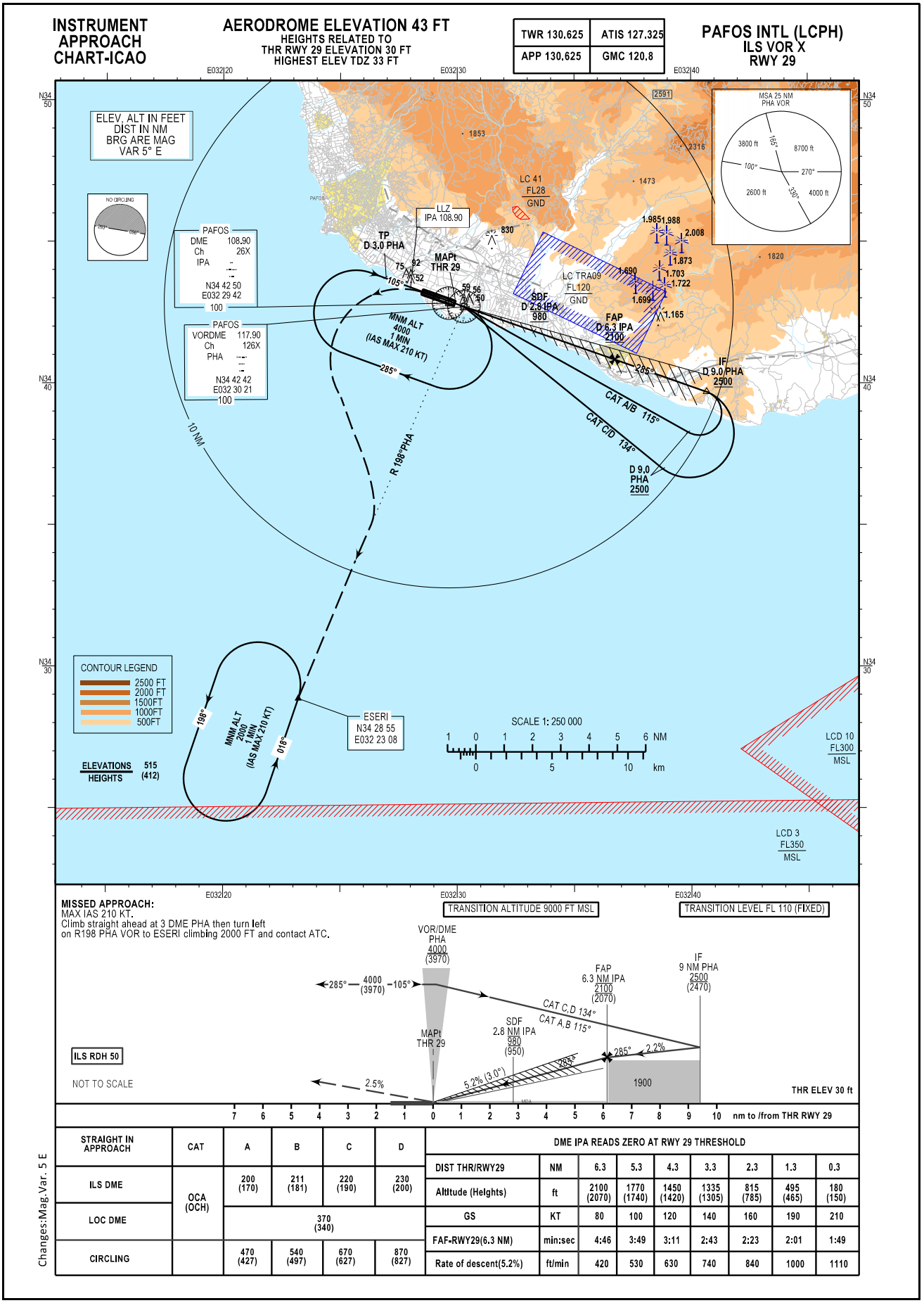

STRAIGHT IN APPROACH	CAT	A	B	C	D
ILS DME	OCA (OCH)	200 (170)	211 (181)	220 (190)	230 (200)
LOC DME		370 (340)			
CIRCLING		470 (427)	540 (497)	670 (627)	870 (827)

DME IPA READS ZERO AT RWY 29 THRESHOLD								
DIST THR/RWY29	NM	6.3	5.3	4.3	3.3	2.3	1.3	0.3
Altitude (Heights)	ft	2100 (2070)	1770 (1740)	1450 (1420)	1335 (1305)	815 (785)	495 (465)	180 (150)
GS	KT	80	100	120	140	160	190	210
FAF-RWY29(6.3 NM)	min:sec	4:46	3:49	3:11	2:43	2:23	2:01	1:49
Rate of descent(5.2%)	ft/min	420	530	630	740	840	1000	1110

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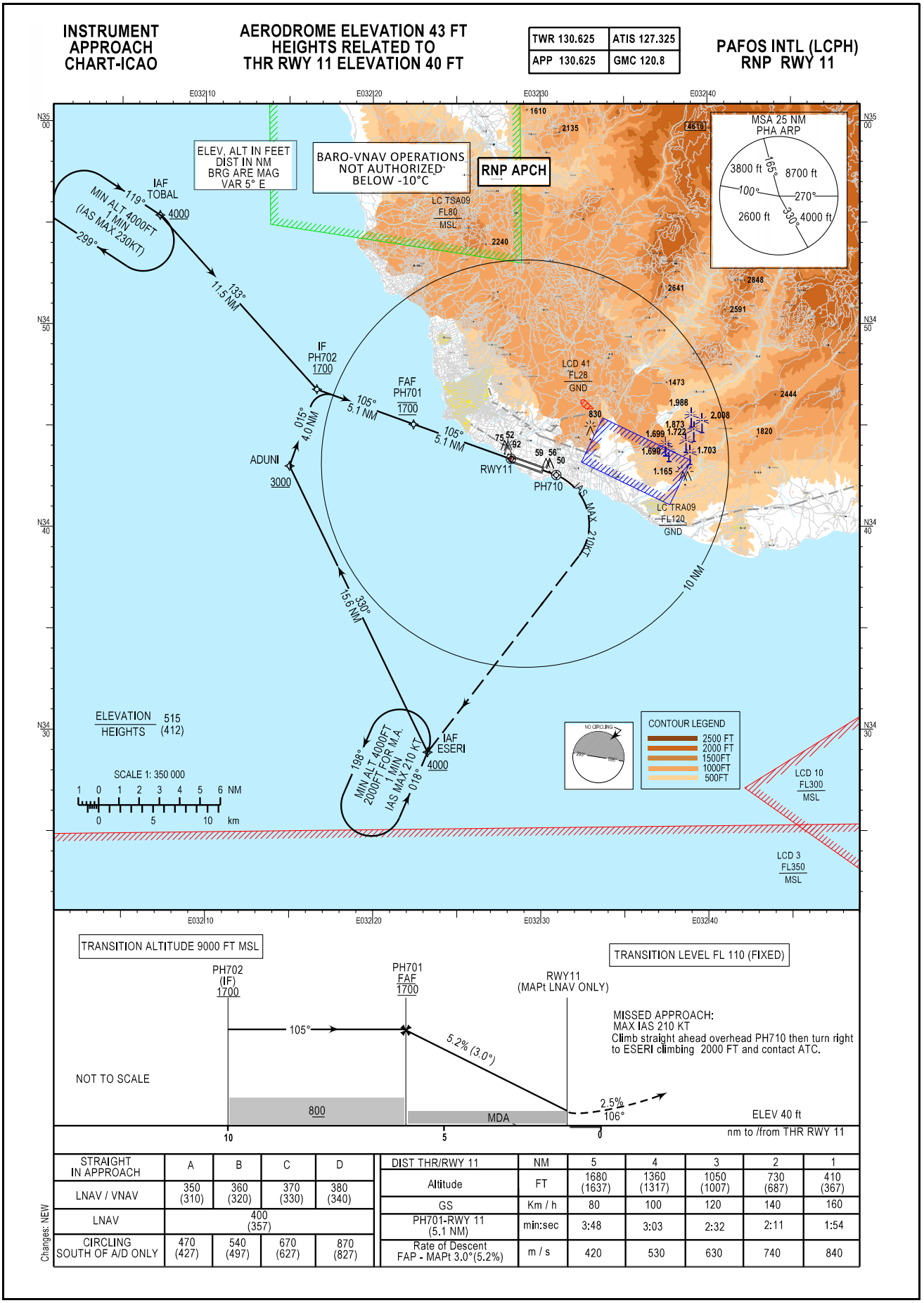

STRAIGHT IN APPROACH	A	B	C	D
LNAV / VNAV	350 (310)	360 (320)	370 (330)	380 (340)
LNAV	400 (357)			
CIRCLING SOUTH OF A/D ONLY	470 (427)	540 (497)	670 (627)	870 (827)

DIST THR/RWY 11	NM	5	4	3	2	1
Altitude	FT	1680 (1637)	1360 (1317)	1050 (1007)	730 (687)	410 (367)
GS	Km / h	80	100	120	140	160
PH701-RWY 11 (5.1 NM)	min:sec	3:48	3:03	2:32	2:11	1:54
Rate of Descent FAP - MAPt 3.0°(5.2%)	m / s	420	530	630	740	840

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO THR RWY 11 ELEVATION 40 FT

PAFOS INTL (LCPH)

RNP RWY 11

SEQUENCE NUMBER	PATH TERMINATOR	Waypoint IDENTIFIER	TYPE	FLYOVER	COURSE/TRACK °MAG (°TRUE)	DISTANCE NM	TURN DIRECTION	LEVEL FT	MAX SPEED KTS	NAVIGATION SPECIFICATIONS
RNP APCH FROM TOBAL										
010	IF	TOBAL	IAF	N	-	-	-	A4000+	-	RNP APCH
020	TF	PH702	IF	N	133° (138.4°)	11.54	-	A1700+	-	RNP APCH
RNP APCH FROM ESERI										
010	IF	ESERI	IAF	N	-	-	-	A4000+	-	RNP APCH
020	TF	ADUNI	-	N	330° (334.7°)	15.65	-	A3000+	-	RNP APCH
030	TF	PH702	IF	N	015° (20.1°)	4.00	R	A1700+	-	RNP APCH
010	IF	PH702	IF	N	-	-	-	A1700+	-	RNP APCH
020	TF	PH701	FAF	N	105° (110.1°)	5.10	-	@1700	-	RNP APCH
030	TF	RWY11	LTP/FTP	Y	105° (110.1°)	5.05	-	@91	-	RNP APCH
040	CF	PH710	TP	Y	105° (110.1°)	3.46	-	-	210	RNP APCH
050	DF	ESERI	MAHF	N	-	-	R	@2000	210	RNP APCH

RNAV HOLDINGS

HOLDING POINT	INBOUND TRACK °True	INBOUND TRACK °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
ESERI	024°	018°	L	210	A4000 (A2000 for M.A)	1 MINUTE
TOBAL	124°	119°	R	230	A4000	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
TOBAL	34 55 30.00N 032 07 24.00E
ESERI	34 28 55.00N 032 23 08.00E
ADUNI	34 43 05.15N 032 15 01.59E
PH702	34 46 50.90N 032 16 41.73E

Waypoint Identifier	Coordinates
PH701	34 45 05.34N 032 22 30.43E
PH710	34 42 20.71N 032 31 32.76E
RWY11	34 43 20.49N 032 28 15.61E

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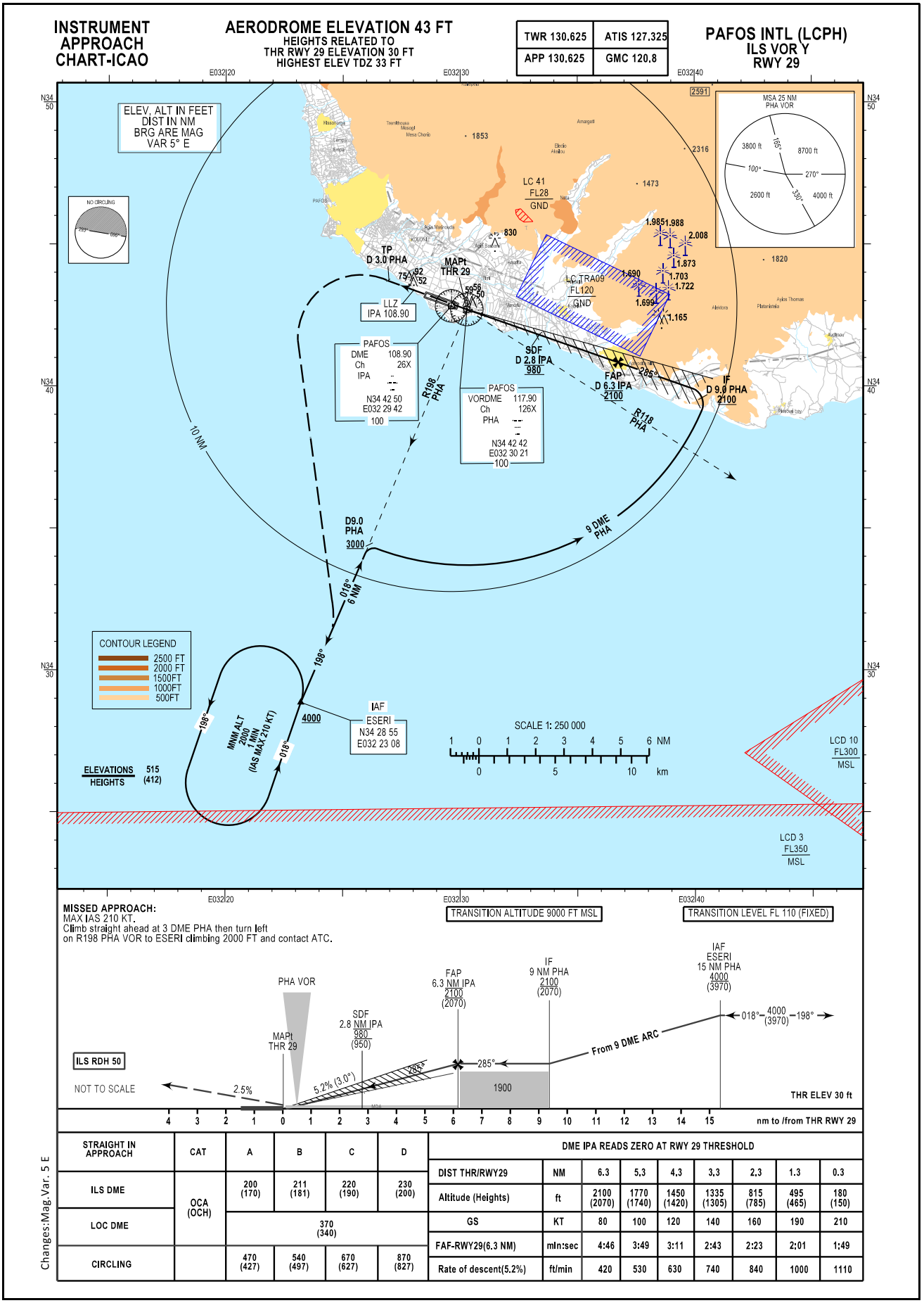

STRAIGHT IN APPROACH	CAT	A	B	C	D
ILS DME	OCA (OCH)	200 (170)	211 (181)	220 (190)	230 (200)
LOC DME		370 (340)			
CIRCLING		470 (427)	540 (497)	670 (627)	870 (827)

DME IPA READS ZERO AT RWY 29 THRESHOLD								
DIST THR/RWY29	NM	6.3	5.3	4.3	3.3	2.3	1.3	0.3
Altitude (Heights)	ft	2100 (2070)	1770 (1740)	1450 (1420)	1335 (1305)	815 (785)	495 (465)	180 (150)
GS	KT	80	100	120	140	160	190	210
FAF-RWY29(6.3 NM)	min:sec	4:46	3:49	3:11	2:43	2:23	2:01	1:49
Rate of descent(5.2%)	ft/min	420	530	630	740	840	1000	1110

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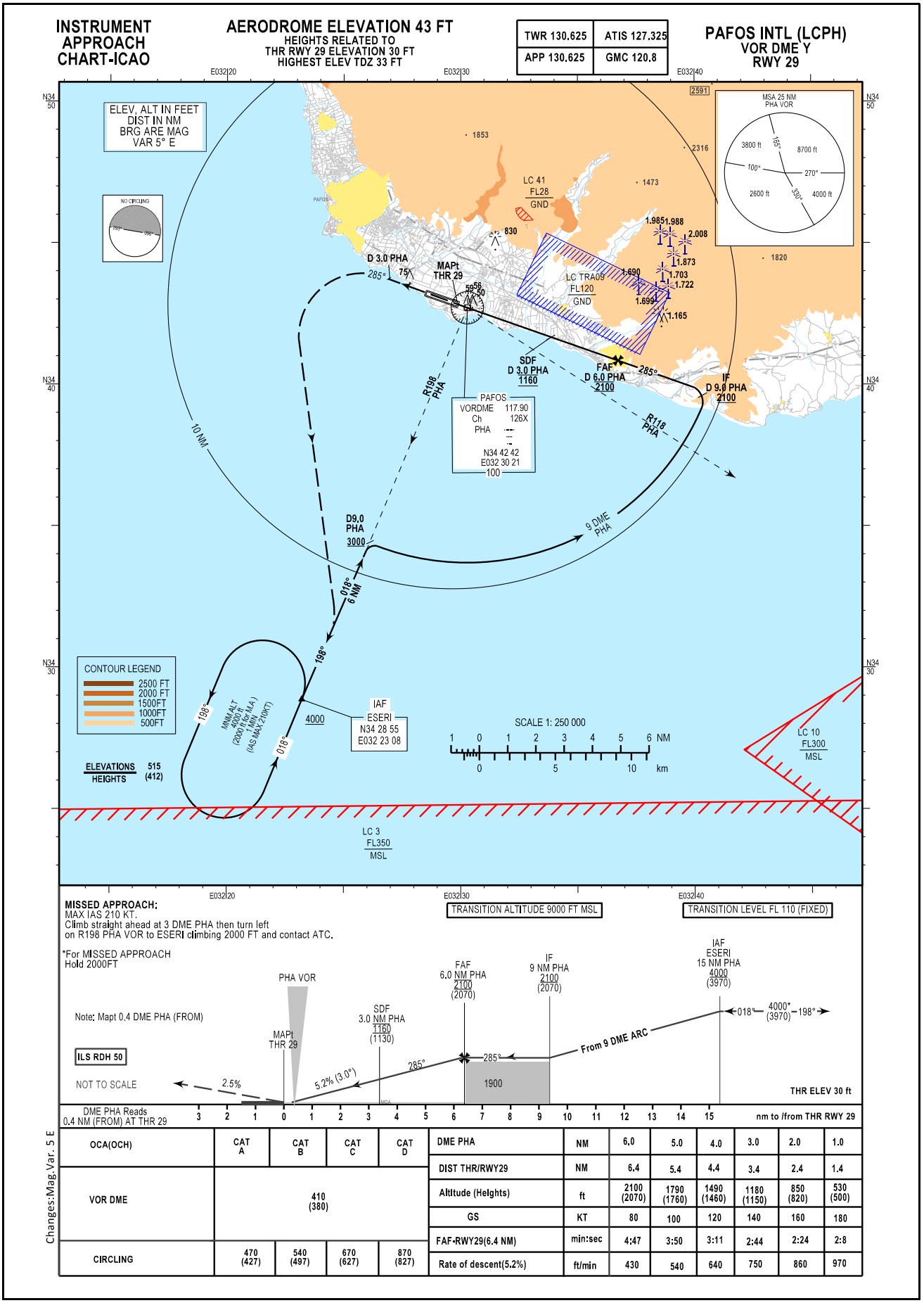

OCA(OCH)	CAT A	CAT B	CAT C	CAT D
VOR DME	410 (380)			
CIRCLING	470 (427)	540 (497)	670 (627)	870 (827)

DME PHA	NM	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR/RWY29	NM	6.4	5.4	4.4	3.4	2.4	1.4
Altitude (Heights)	ft	2100 (2070)	1790 (1760)	1490 (1460)	1180 (1150)	850 (820)	530 (500)
GS	KT	80	100	120	140	160	180
FAF-RWY29(6.4 NM)	min:sec	4:47	3:50	3:11	2:44	2:24	2:8
Rate of descent(5.2%)	ft/min	430	540	640	750	860	970

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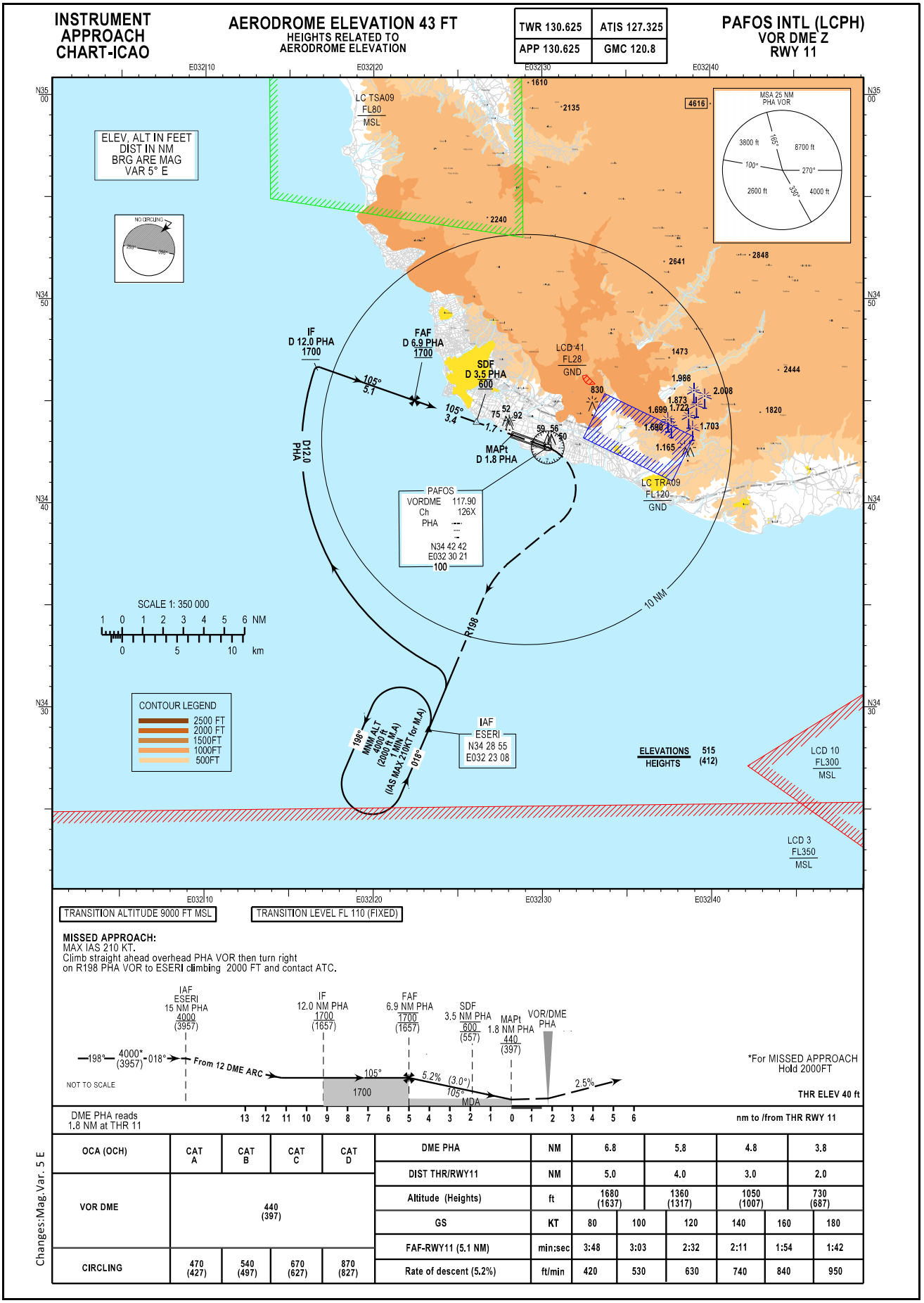
IAC VOR DME Z RWY 11



OCA (OCH)	CAT A	CAT B	CAT C	CAT D
VOR DME	440 (397)			
CIRCLING	470 (427)	540 (497)	670 (627)	870 (827)

DME PHA	NM	6.8	5.8	4.8	3.8
DIST THR/RWY11	NM	5.0	4.0	3.0	2.0
Altitude (Heights)	ft	1680 (1637)	1360 (1317)	1050 (1007)	730 (687)

GS	KT	80	100	120	140	160	180
FAF-RWY11 (5.1 NM)	min:sec	3:48	3:03	2:32	2:11	1:54	1:42
Rate of descent (5.2%)	ft/min	420	530	630	740	840	950

Changes:Mag.Var. 5 E

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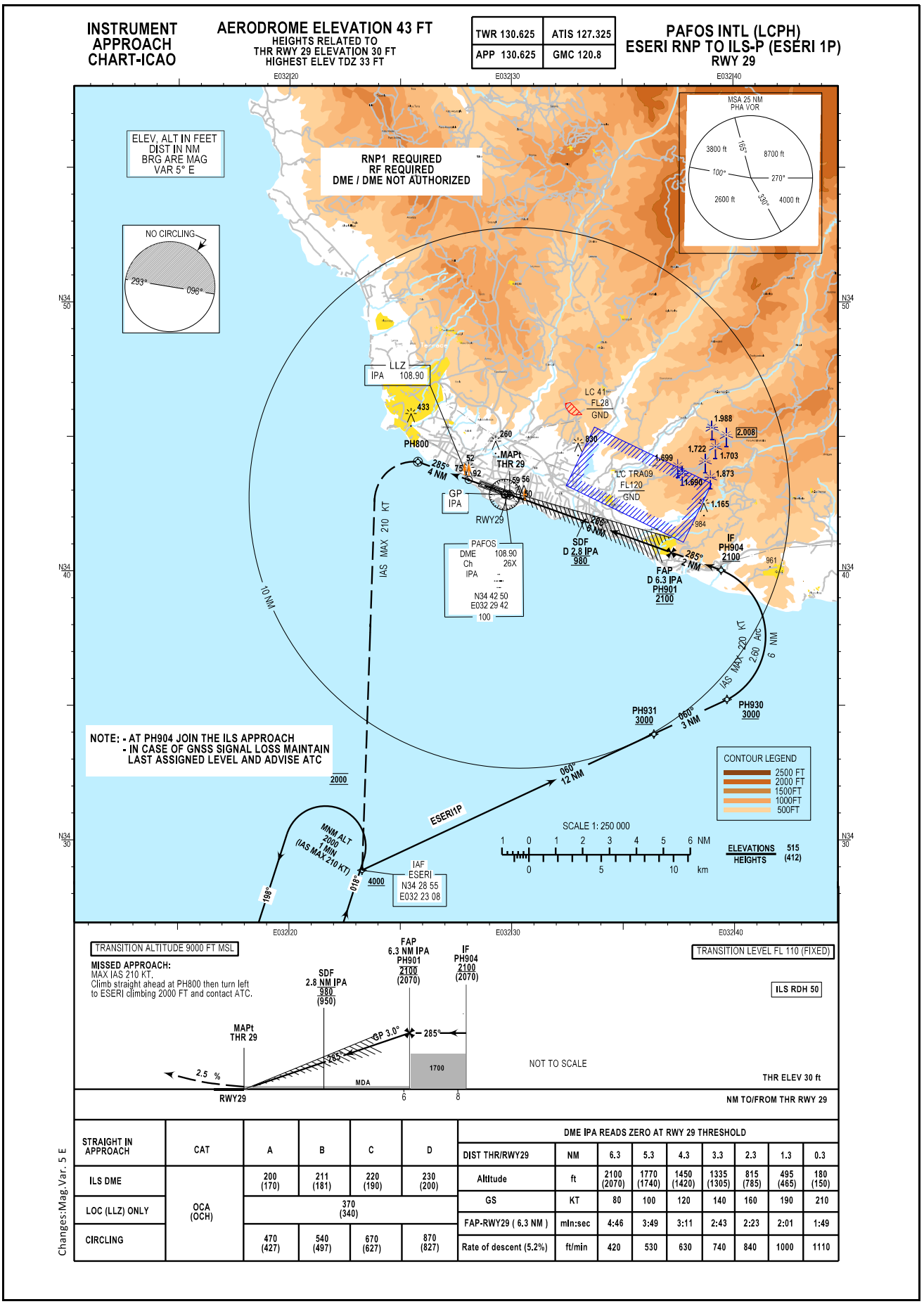


STRAIGHT IN APPROACH	CAT	A	B	C	D
ILS DME	OCA (OCH)	200 (170)	211 (181)	220 (190)	230 (200)
LOC (LLZ) ONLY		370 (340)			
CIRCLING		470 (427)	540 (497)	670 (627)	870 (827)

DME IPA READS ZERO AT RWY 29 THRESHOLD								
DIST THR/RWY29	NM	6.3	5.3	4.3	3.3	2.3	1.3	0.3
Altitude	ft	2100 (2070)	1770 (1740)	1450 (1420)	1335 (1305)	815 (785)	495 (465)	180 (150)
GS	KT	80	100	120	140	160	190	210
FAP-RWY29 (6.3 NM)	min:sec	4:46	3:49	3:11	2:43	2:23	2:01	1:49
Rate of descent (5.2%)	ft/min	420	530	630	740	840	1000	1110

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO
THR RWY 29 ELEVATION 30 FT

PAFOS INTL (LCPH)
ESERI RNP TO ILS-P
(ESERI 1P)
RWY 29

Sequence Number	Path Terminator	Waypoint Identifier	Type	Fly-Over	Course/Track °Mag (°True)	Distance (Nm)	Turn Direction	Altitude (Ft)	Max Speed (KTS)	Navigation Specifications	Remarks
010	IF	ESERI	IAF	N	N/A	-	-	A4000+	-	RNP1	
020	TF	PH931	-	N	060° (065.4°)	11.96	-	A3000+	-	RNP1	
030	TF	PH930	-	N	060° (065.6°)	3.00	-	A3000+	-	RNP1	
040	RF	PH904	IF	N	N/A	6.14	L	A2100+	220	RNP1	JOIN ILS APCH RWY29
050	TF	PH901	FAP	N	285° (290.2°)	2.00	-	A2100@	-	ILS APCH	
060	TF	RWY29	-	Y	285° (290.2°)	6.33	-	A80@	-	ILS APCH	GP SLOPE -3.00°
070	CF	PH800	-	Y	285° (290.2°)	3.62	-	-	-	ILS APCH	
080	DF	ESERI	-	-	N/A	-	-	A2000@	210	RNP1	
		PHC08	-	-	ARC RADIUS 2.6 NM					RNP1	

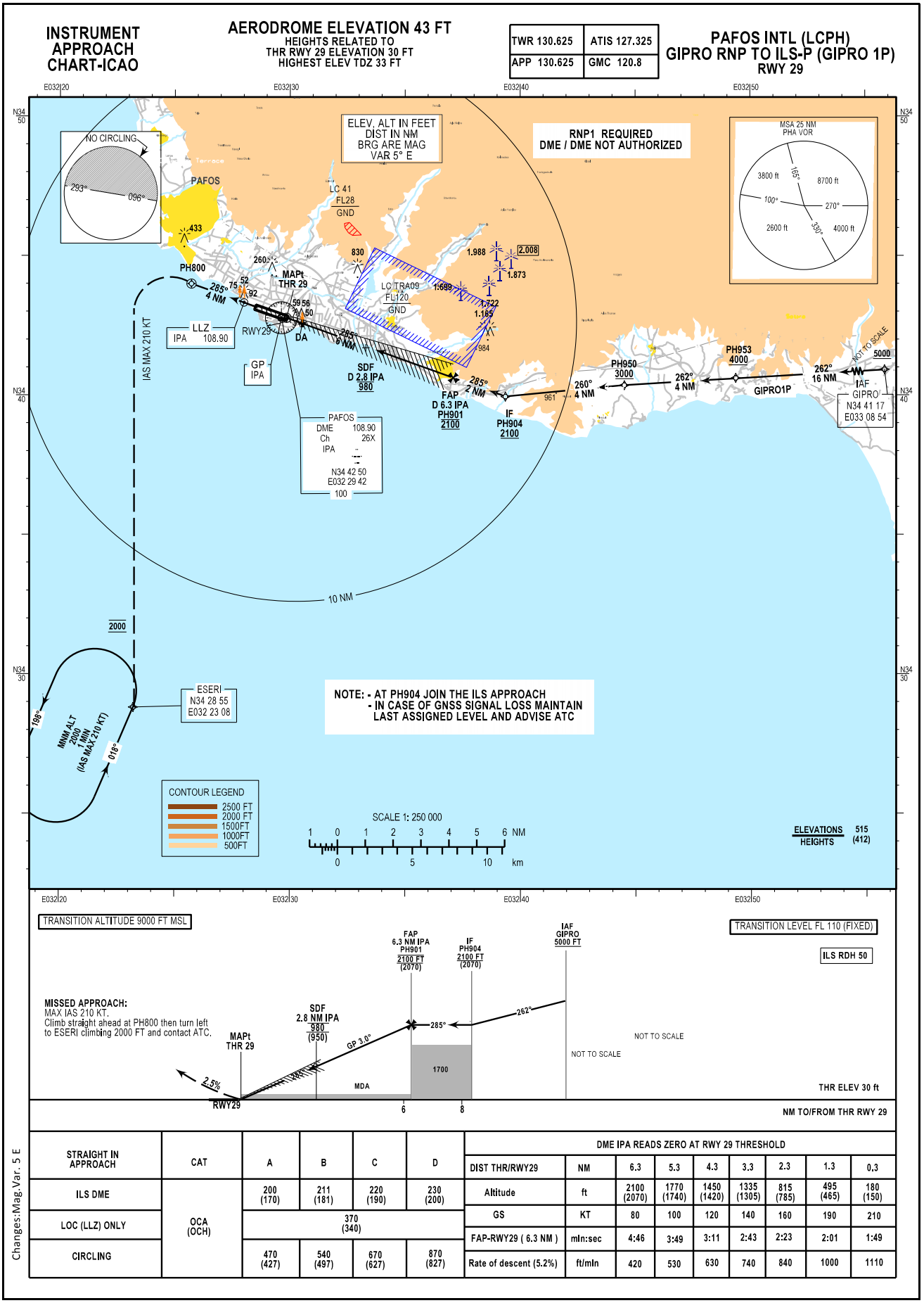
RNAV HOLDINGS

Holding Point	Inbound Track °True	Inbound Track °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
ESERI	023.5°	018°	L	210	A2000+	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
ESERI	34 28 55.16N 032 23 07.66E
PH931	34 33 53.27N 032 36 18.02E
PH930	34 35 07.82N 032 39 36.50E
PH904	34 39 56.64N 032 39 24.06E
PH901	34 40 38.35N 032 37 07.61E
RWY29	34 42.50.18N 032 29 55.23E
PH800	34 44 05.45N 032 25 47.76E
PHC08	34 37 30.11N 032 38 18.39E

IAC GIPRO RNP TO ILS P (GNSS) RWY 29



STRAIGHT IN APPROACH	CAT	A	B	C	D
ILS DME	OCA (OCH)	200 (170)	211 (181)	220 (190)	230 (200)
LOC (LLZ) ONLY		370 (340)			
CIRCLING		470 (427)	540 (497)	670 (627)	870 (827)

DME IPA READS ZERO AT RWY 29 THRESHOLD								
DIST THR/RWY29 NM	6.3	5.3	4.3	3.3	2.3	1.3	0.3	
Altitude ft	2100 (2070)	1770 (1740)	1450 (1420)	1335 (1305)	815 (785)	495 (465)	180 (150)	
GS KT	80	100	120	140	160	190	210	
FAP-RWY29 (6.3 NM) min:sec	4:46	3:49	3:11	2:43	2:23	2:01	1:49	
Rate of descent (5.2%) ft/min	420	530	630	740	840	1000	1110	

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO THR RWY 29 ELEVATION 30 FT

PAFOS INTL (LCPH)
GIPRO RNP TO ILS-P
(GIPRO 1P)
RWY 29

Sequence Number	Path Terminator	Waypoint Identifier	Type	Fly-Over	Course/Track °Mag (°True)	Distance (Nm)	Turn Direction	Altitude (Ft)	Max Speed (KTS)	Navigation Specifications	Remarks
010	IF	GIPRO	IAF	N	N/A	-	-	A5000+	-	RNP1	
020	TF	PH953	-	N	262° (267.3°)	16.10	-	A4000+	-	RNP1	
030	TF	PH950	-	N	262° (267.1°)	4.00	-	A3000+	-	RNP1	
040	TF	PH904	IF	N	260° (265.1°)	4.27	-	A2100+	-	RNP1	JOIN ILS APCH RWY29
050	TF	PH901	FAP	N	285° (290.2°)	2.00	-	A2100@	-	ILS APCH	
060	TF	RWY29	-	Y	285° (290.2°)	6.33	-	A80@	-	ILS APCH	GP SLOPE -3.00°
070	CF	PH800	-	Y	285° (290.2°)	3.62	-	-	-	ILS APCH	
080	DF	ESERI	-	-	N/A	-	-	A2000@	210	RNP1	

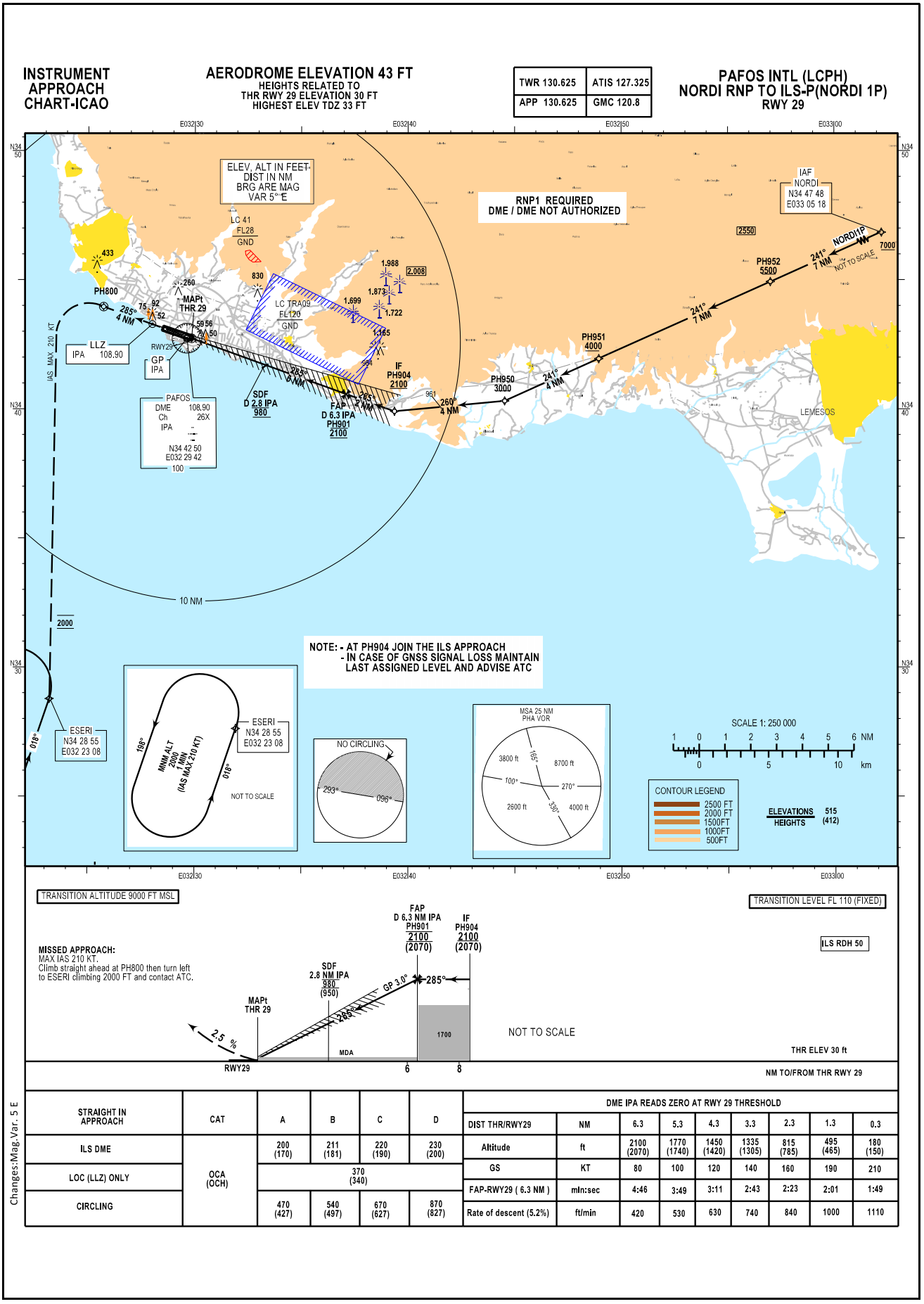
RNAV HOLDINGS

Holding Point	Inbound Track °True	Inbound Track °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
ESERI	023.5°	018°	L	210	A2000+	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
GIPRO	34 41 17.09N 033 08 54.47
ESERI	34 28 55.16N 032 23 07.66E
PH953	34 40 31.90N 032 49 24.28E
PH950	34 40 18.88N 032 44 33.72E
PH904	34 39 56.64N 032 39 24.06E
PH901	34 40 38.35N 032 37 07.61E
RWY29	34 42.50.18N 032 29 55.23E
PH800	34 44 05.45N 032 25 47.76E

IAC NORDI RNP TO ILS P (GNSS) RWY 29



STRAIGHT IN APPROACH	CAT	A	B	C	D
ILS DME	OCA (OCH)	200 (170)	211 (181)	220 (190)	230 (200)
LOC (LLZ) ONLY		370 (340)			
CIRCLING		470 (427)	540 (497)	670 (627)	870 (827)

DME IPA READS ZERO AT RWY 29 THRESHOLD								
DIST THR/RWY29	NM	6.3	5.3	4.3	3.3	2.3	1.3	0.3
Altitude	ft	2100 (2070)	1770 (1740)	1450 (1420)	1335 (1305)	815 (785)	495 (465)	180 (150)
GS	KT	80	100	120	140	160	190	210
FAP-RWY29 (6.3 NM)	min:sec	4:46	3:49	3:11	2:43	2:23	2:01	1:49
Rate of descent (5.2%)	ft/min	420	530	630	740	840	1000	1110

Changes:Mag.Var. 5 E

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO
THR RWY 29 ELEVATION 30 FT

PAFOS INTL (LCPH)
NORDI RNP TO ILS-P
(NORDI 1P)
RWY 29

Sequence Number	Path Terminator	Waypoint Identifier	Type	Fly-Over	Course/Track °Mag (°True)	Distance (Nm)	Turn Direction	Altitude (Ft)	Max Speed (KTS)	Navigation Specifications	Remarks
010	IF	NORDI	IAF	N	N/A	-	-	A7000+	-	RNP1	
020	TF	PH952	-	N	241° (246.5°)	7.39	-	A5500+	-	RNP1	
030	TF	PH951	-	N	241° (246.4°)	7.26	-	A4000+	-	RNP1	
040	TF	PH950	-	N	241° (246.3°)	4.00	-	A3000+	-	RNP1	
050	TF	PH904	IF	N	260° (265.1°)	4.27	-	A2100+	-	RNP1	JOIN ILS APCH RWY29
060	TF	PH901	FAP	N	285° (290.2°)	2.00	-	A2100@	-	ILS APCH	
070	TF	RWY29	-	Y	285° (290.2°)	6.33	-	A80@	-	ILS APCH	GP SLOPE -3.00°
080	CF	PH800	-	Y	285° (290.2°)	3.62	-	-		ILS APCH	
090	DF	ESERI	-	-	N/A	-	-	A2000@	210	RNP1	

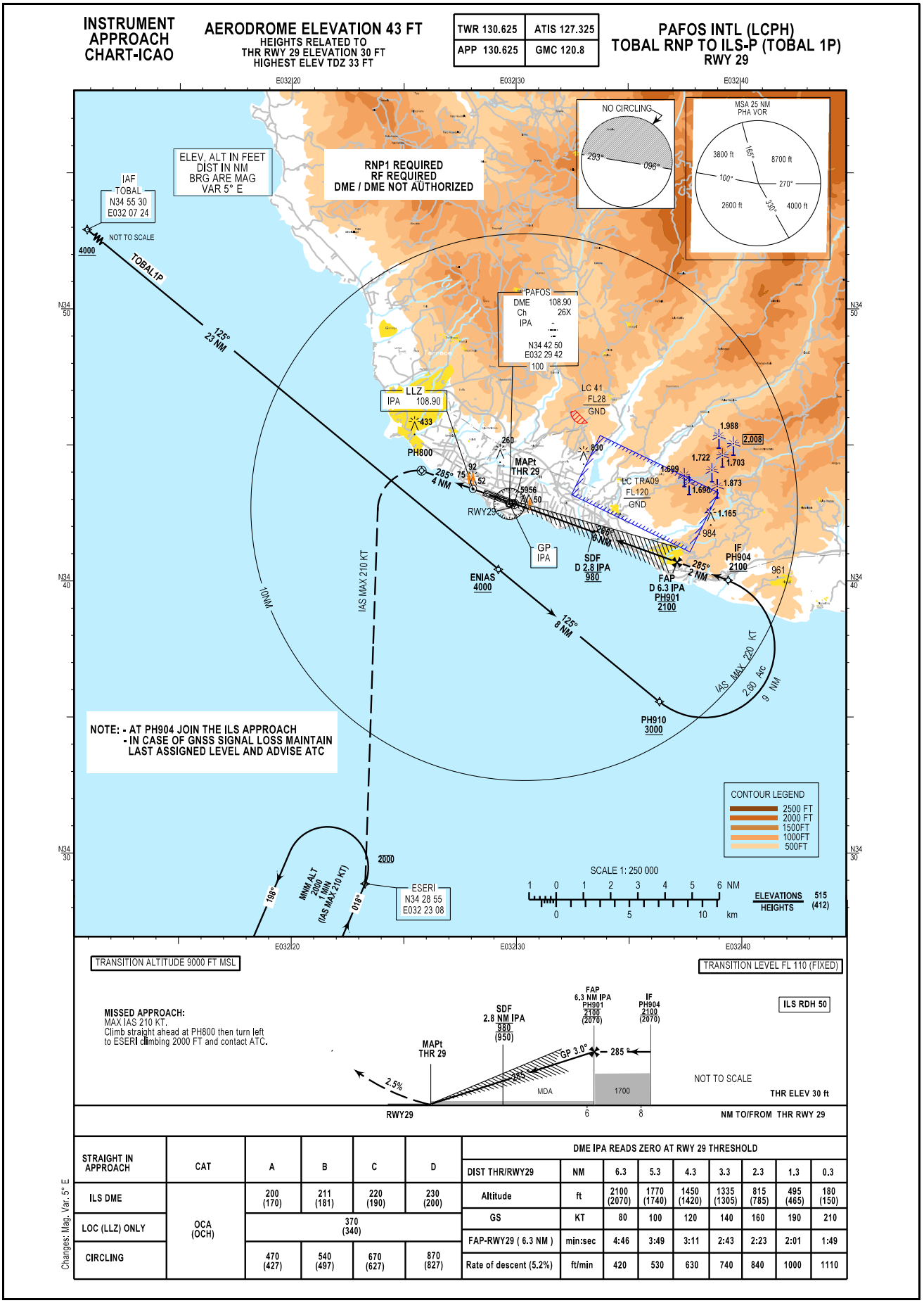
RNAV HOLDINGS

Holding Point	Inbound Track °True	Inbound Track °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
ESERI	023.5°	018°	L	210	A2000+	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
NORDI	34 47 48.00N 033 05 18.00E
ESERI	34 28 55.16N 032 23 07.66E
PH952	34 44 50.46N 032 57 04.51E
PH951	34 41 55.48N 032 49 00.21E
PH950	34 40 18.88N 032 44 33.72E
PH904	34 39 56.64N 032 39 24.06E
PH901	34 40 38.35N 032 37 07.61E
RWY29	34 42.50.18N 032 29 55.23E
PH800	34 44 05.45N 032 25 47.76E

IAC TOBAL RNP TO ILS P (GNSS) RWY 29



STRAIGHT IN APPROACH	CAT	A	B	C	D
ILS DME	OCA (OCH)	200 (170)	211 (181)	220 (190)	230 (200)
LOC (LLZ) ONLY		370 (340)			
CIRCLING		470 (427)	540 (497)	670 (627)	870 (827)

DME IPA READS ZERO AT RWY 29 THRESHOLD								
DIST THR/RWY29	NM	6.3	5.3	4.3	3.3	2.3	1.3	0.3
Altitude	ft	2100 (2070)	1770 (1740)	1450 (1420)	1335 (1305)	815 (785)	495 (465)	180 (150)
GS	KT	80	100	120	140	160	190	210
FAP-RWY29 (6.3 NM)	min:sec	4:46	3:49	3:11	2:43	2:23	2:01	1:49
Rate of descent (5.2%)	ft/min	420	530	630	740	840	1000	1110

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO
THR RWY 29 ELEVATION 30 FT

PAFOS INTL (LCPH)
TOBAL RNP TO ILS-P
(TOBAL 1P)
RWY 29

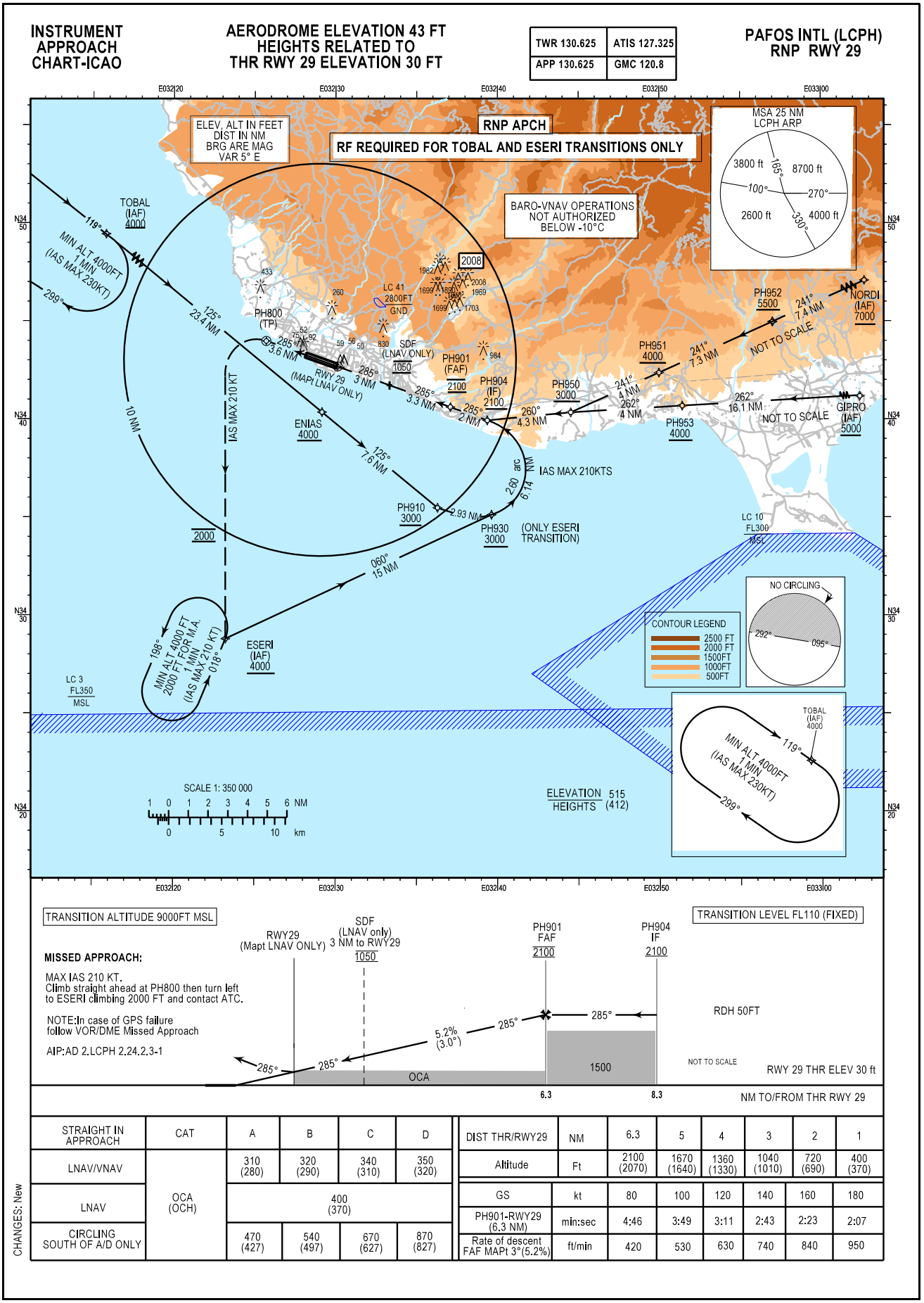
Sequence Number	Path Terminator	Waypoint Identifier	Type	Fly-Over	Course/Track °Mag (°True)	Distance (Nm)	Turn Direction	Altitude (Ft)	Max Speed (KTS)	Navigation Specifications	Remarks
010	IF	TOBAL	IAF	N	N/A	-	-	A4000+	-	RNP1	
020	TF	ENIAS	-	N	125° (129.9°)	23.41	-	A4000+	-	RNP1	
030	TF	PH910	-	N	125° (130.1°)	7.64	-	A3000+	-	RNP1	
040	RF	PH904	IF	N	N/A	9.07	L	A2100+	220	RNP1	JOIN ILS APCH RWY29
050	TF	PH901	FAP	N	285° (290.2°)	2.00	-	A2100@	-	ILS APCH	
060	TF	RWY29	-	Y	285° (290.2°)	6.33	-	A80@	-	ILS APCH	GP SLOPE -3.00°
070	CF	PH800	-	Y	285° (290.2°)	3.62	-	-	-	ILS APCH	
080	DF	ESERI	-	-	N/A	-	-	A2000@	210	RNP1	
		RCH08	-	-	ARC RADIUS 2.6 NM					RNP1	

RNAV HOLDINGS

Holding Point	Inbound Track °True	Inbound Track °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
ESERI	023.5°	018°	L	210	A2000+	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
ESERI	34 28 55.16N 032 23 07.66E
TOBAL	34 55 30.00N 032 07 24.00E
ENIAS	34 40 26.45N 032 29 11.46E
PH910	34 35 30.64N 032 36 16.57E
PH904	34 39 56.64N 032 39 24.06E
PH901	34 40 38.35N 032 37 07.61E
RWY29	34 42.50.18N 032 29 55.23E
PH800	34 44 05.45N 032 25 47.76E
RCH08	34 37 30.11N 032 38 18.39E



STRAIGHT IN APPROACH	CAT	A	B	C	D
LNAV/VNAV	OCA (OCH)	310 (280)	320 (290)	340 (310)	350 (320)
LNAV		400 (370)			
CIRCLING SOUTH OF A/D ONLY		470 (427)	540 (497)	670 (627)	870 (827)

DIST THR/RWY29	NM	6.3	5	4	3	2	1
Altitude	Ft	2100 (2070)	1670 (1640)	1360 (1330)	1040 (1010)	720 (690)	400 (370)
GS	kt	80	100	120	140	160	180
PH901-RWY29 (6.3 NM)	min:sec	4:46	3:49	3:11	2:43	2:23	2:07
Rate of descent FAF MAPt 3°(5.2%)	ft/min	420	530	630	740	840	950

CHANGES: New

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO
THR RWY 29 ELEVATION 30 FT

PAFOS INTL (LCPH)

RNP RWY 29

SEQUENCE NUMBER	PATH TERMINATOR	IDENTIFIER	TYPE	FLYOVER	COURSE/TRACK	DISTANCE NM	TURN DIRECTION	LEVEL FT	MAX SPEED KTS	NAVIGATION SPECIFICATIONS
RNP APCH FROM TOBAL										
010	IF	TOBAL	IAF	N	-	-	-	A4000+	-	RNP APCH
020	TF	ENIAS	-	N	125° (129.9°)	23.41	-	A4000+	-	RNP APCH
030	TF	PH910	-	N	125° (130.1°)	7.64	-	A3000+	-	RNP APCH
040	RF	PH904	IF	N	-	9.07	L	A2100+	210	RNP APCH
RNP APCH FROM ESERI										
010	IF	ESERI	IAF	N	-	-	-	A4000+	-	RNP APCH
020	TF	PH930	-	N	060° (65.4°)	14.96	-	A3000+	-	RNP APCH
030	RF	PH904	IF	N	-	6.14	L	A2100+	210	RNP APCH
RNP APCH FROM NORDI										
010	IF	NORDI	IAF	N	-	-	-	A7000+	-	RNP1
020	TF	PH952	-	N	241° (246.5°)	7.39	-	A5500+	-	RNP APCH
030	TF	PH951	-	N	241° (246.4°)	7.26	-	A4000+	-	RNP APCH
040	TF	PH950	-	N	241° (246.1°)	4.00	-	A3000+	-	RNP APCH
050	TF	PH904	IF	N	260° (265.1°)	4.27	-	A2100+	-	RNP APCH
RNP APCH FROM GIPRO										
010	IF	GIPRO	IAF	N	-	-	-	A5000+	-	RNP1
020	TF	PH953	-	N	262° (267.4°)	16.10	-	A4000+	-	RNP APCH
030	TF	PH950	-	N	262° (267.2°)	4.00	-	A3000+	-	RNP APCH
040	TF	PH904	IF	N	260° (265.1°)	4.27	-	A2100+	-	RNP APCH
010	IF	PH904	IF	N	260° (265.1°)	4.27	-	A2100+	-	RNP APCH
020	TF	PH901	FAF	N	285° (290.3°)	2.00	-	A2100@	-	RNP APCH
030	TF	RWY29	LTP/FTP	Y	285° (290.3°)	6.33	-	A80@	-	RNP APCH
040	CF	PH800	TP	Y	285° (290.3°)	3.62	-	-	210	RNP APCH
050	DF	ESERI	MAHP	Y	-	-	-	A2000@	210	RNP APCH
		PHC08	RF CENTER	-	ARC RADIUS 2.6 NM					RNP APCH

RNAV HOLDINGS

HOLDING POINT	INBOUND TRACK °True	INBOUND TRACK °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
ESERI	024°	018°	L	210	A4000 (A2000 FOR M.A)	1 MINUTE
TOBAL	124°	119°	R	230	A4000	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
TOBAL	34 55 30.00N 032 07 24.00E
ENIAS	34 40 26.45N 032 29 11.46E
ESERI	34 28 55.16N 032 23 07.66E
NORDI	34 47 48.00N 033 05 18.00E
GIPRO	34 41 17.09N 033 08.54.47E
RWY29	34 42 50.18N 032 29 55.23E
SDF	34 41 47.03N 032 33 22.56E
PH904	34 39 56.64N 032 39 24.06E
PH910	34 35 30.64N 032 36 16.57E

Waypoint Identifier	Coordinates
PH930	34 35 07.82N 032 39 36.50E
PH950	34 40 18.88N 032 44 33.72E
PH951	34 41 55.48N 032 49 00.21E
PH952	34 44 50.46N 032 57 04.51E
PH953	34 40 31.90N 032 49 24.28E
PH800	34 44 05.45N 032 25 47.76E
PH901	34 40 38.35N 032 37 07.61E
PHC08	34 37 30.11N 032 38 18.39E

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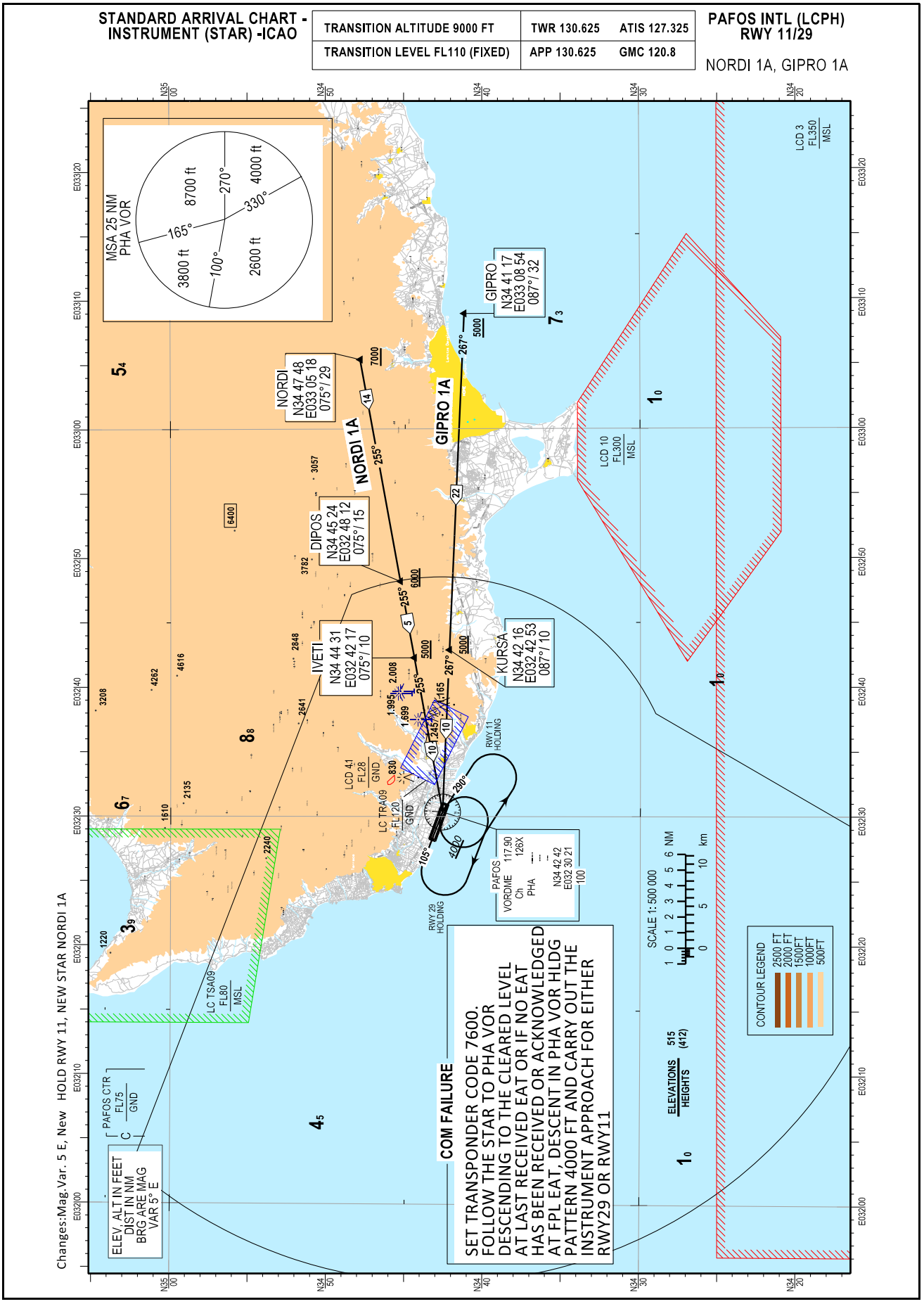
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) -ICAO
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.625
ATIS 127.325
APP 130.625
GMC 120.8
PAFOS INTL (LCPH)
RWY 11/29
NORDI 1A, GIPRO 1A
MSA 25 NM
PHA VOR
8700 ft
4000 ft
3800 ft
2600 ft
NORDI
N34 47 48
E033 05 18
075°/ 29
NORDI 1A
GIPRO 1A
GIPRO
N34 41 17
E033 08 54
087°/ 32
DIPOS
N34 45 24
E032 48 12
075°/ 15
IVETI
N34 44 31
E032 42 17
075°/ 10
KURSA
N34 42 16
E032 42 53
087°/ 10
LCD 3
FL350
MSL
LCD 10
FL300
MSL
LCD 41
FL28
GND
LC TRA09
FL120
GND
LC TSA09
FL80
MSL
PAFOS CTR
FL75
C
GND
RWY 11 HOLDING
RWY 29 HOLDING
PAFOS
VORDME 117.90
Ch 126X
PHA
N34 42 42
E032 30 21
100
SCALE 1: 500 000
ELEVATIONS 515
HEIGHTS (412)
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
ELEV. ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
Changes:Mag.Var. 5 E, New HOLD RWY 11, NEW STAR NORDI 1A
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE STAR TO PHA VOR
DESCENDING TO THE CLEARED LEVEL
AT LAST RECEIVED EAT OR IF NO EAT
HAS BEEN RECEIVED OR ACKNOWLEDGED
AT FPL EAT, DESCENT IN PHA VOR HLDG
PATTERN 4000 FT AND CARRY OUT THE
INSTRUMENT APPROACH FOR EITHER
RWY29 OR RWY11

PROCEDURE DESCRIPTION STAR RWY 11/29 NORDI 1A, GIPRO 1A		
STAR DESIGNATOR	ROUTING	MEL/MEA
NORDI 1A ARRIVAL	ARRIVE TO NORDI, THEN CONTINUE ON RADIAL 075 PHA VOR TO DIPOS THEN IVETI AND THEN TO PHA VOR	NORDI: 7000FT OR ABOVE DIPOS: 6000 FT OR ABOVE IVETI: 5000 FT OR ABOVE PHA VOR: 4000 FT OR ABOVE
GIPRO 1A ARRIVAL	ARRIVE TO GIPRO, THEN CONTINUE ON RADIAL 087 PHA VOR TO KURSA AND THEN TO PHA VOR	GIPRO: 5000 FT OR ABOVE KURSA: 5000 FT OR ABOVE PHA VOR : 4000 FT OR ABOVE

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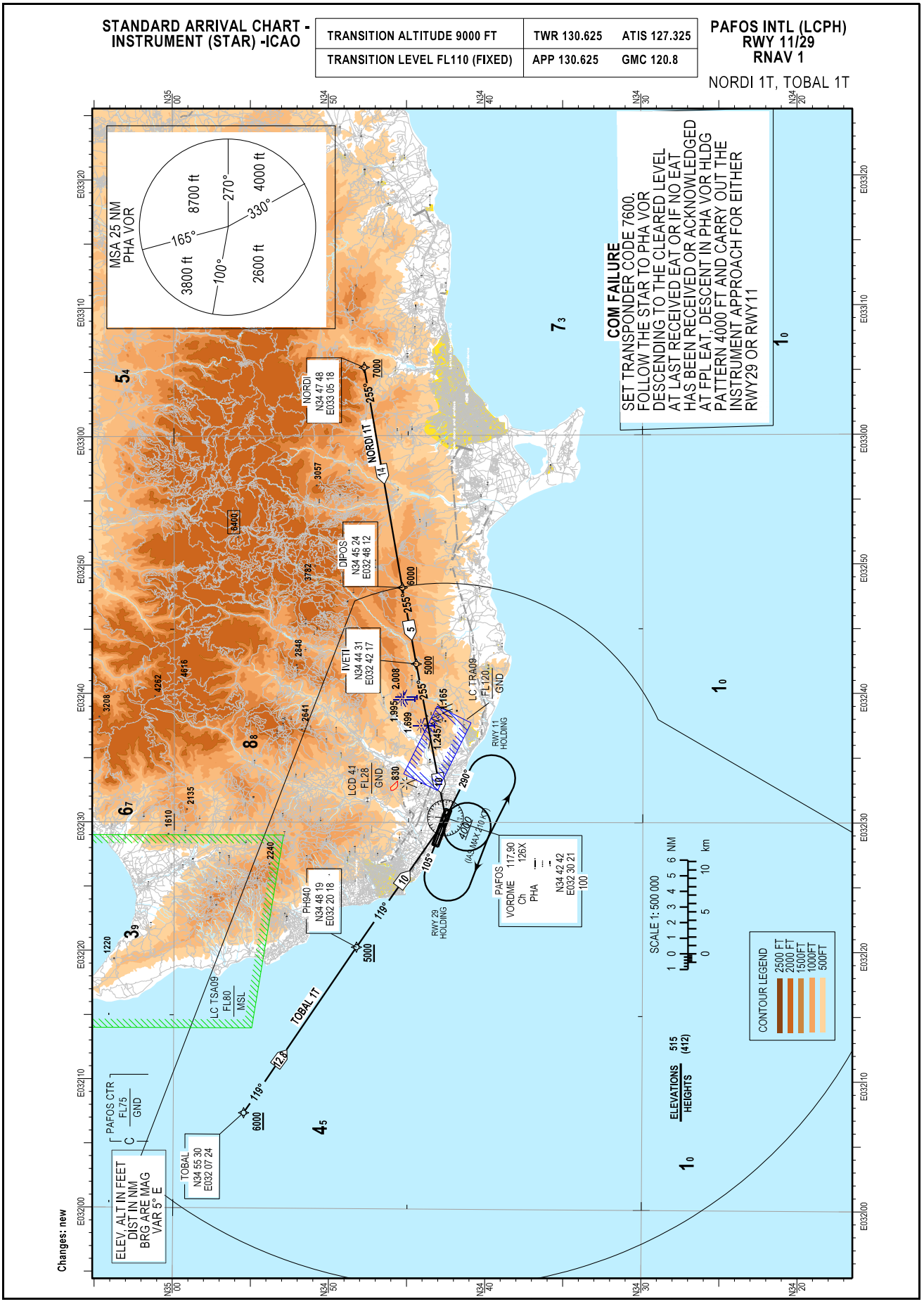
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) -ICAO
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.625
ATIS 127.325
APP 130.625
GMC 120.8
PAFOS INTL (LCPH)
RWY 11/29
RNAV 1
NORDI 1T, TOBAL 1T
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE STAR TO PHA VOR
DESCENDING TO THE CLEARED LEVEL
AT LAST RECEIVED EAT OR IF NO EAT
HAS BEEN RECEIVED OR ACKNOWLEDGED
AT FPL EAT, DESCENT IN PHA VOR HLDG
PATTERN 4000 FT AND CARRY OUT THE
INSTRUMENT APPROACH FOR EITHER
RWY29 OR RWY11
MSA 25 NM
PHA VOR
8700 ft
4000 ft
3800 ft
2600 ft
NORDI
N34 47 48
E033 05 18
DPOS
N34 45 24
E032 48 12
IVETI
N34 44 31
E032 42 17
PH940
N34 48 19
E032 20 18
PAFOS
VORDME
Ch
PHA
117.90
126X
N34 42 42
E032 30 21
TOBAL
N34 55 30
E032 07 24
LC TRA09
FL120
GND
LC TSA09
FL80
MSL
LCD 41
FL28
GND
PAFOS CTR
C
FL75
GND
RWY 11
HOLDING
RWY 29
HOLDING
NORDI 1T
TOBAL 1T
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
SCALE 1: 500 000
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
ELEVATIONS
HEIGHTS
515
(412)
Changes: new

PROCEDURES DESCRIPTION STAR RWY 11/29 RNAV 1 NORDI 1T, TOBAL 1T		
STAR Designator	**Routing**	**MEL/MEA**
NORDI 1T	ARRIVE TO NORDI THEN TO DIPOS THEN TO IVETI AND TO PHA VOR	NORDI: 7000 FT OR ABOVE DIPOS: 6000 FT OR ABOVE IVETI : 5000 FT OR ABOVE PHA VOR : 4000 FT OR ABOVE
TOBAL 1T	ARRIVE TO TOBAL THEN TO PH940 AND PHA VOR	TOBAL: 6000 FT OR ABOVE PH940: 5000 FT OR ABOVE PHA VOR : 4000 FT OR ABOVE

NORDI 1T

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
IF	NORDI	344748N 0330518E	N	-	-	-	A7000+	-	RNAV 1	
TF	DIPOS	344524N 0324812E	N	255° (260.4°)	14.29	-	A6000+	-	RNAV 1	
TF	IVETI	344431N 0324217E	N	255° (259.7°)	4.96	-	A5000+	-	RNAV 1	
TF	PHA VOR	344242N 0323021E	Y	255° (259.7°)	10.00	-	A4000+	-	RNAV 1	

TOBAL 1T

IF	TOBAL	345530N 0320724E	N	-	-	-	A6000+	-	RNAV 1	
TF	PH940	344819N 0322018E	N	119° (124.0°)	12.8	-	A5000+	-	RNAV 1	
TF	PHA VOR	344242N 0323021E	Y	119° (124.0°)	10.00	-	A4000+	-	RNAV 1	

RNAV HOLDINGS

HOLDING POINT	INBOUND TRACK °True	INBOUND TRACK °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time	
PHA VOR	110°	105°	R	210	A4000+	1 MINUTE	FOR RWY 29
PHA VOR	295°	290°	L	210	A4000+	1 MINUTE	FOR RWY 11

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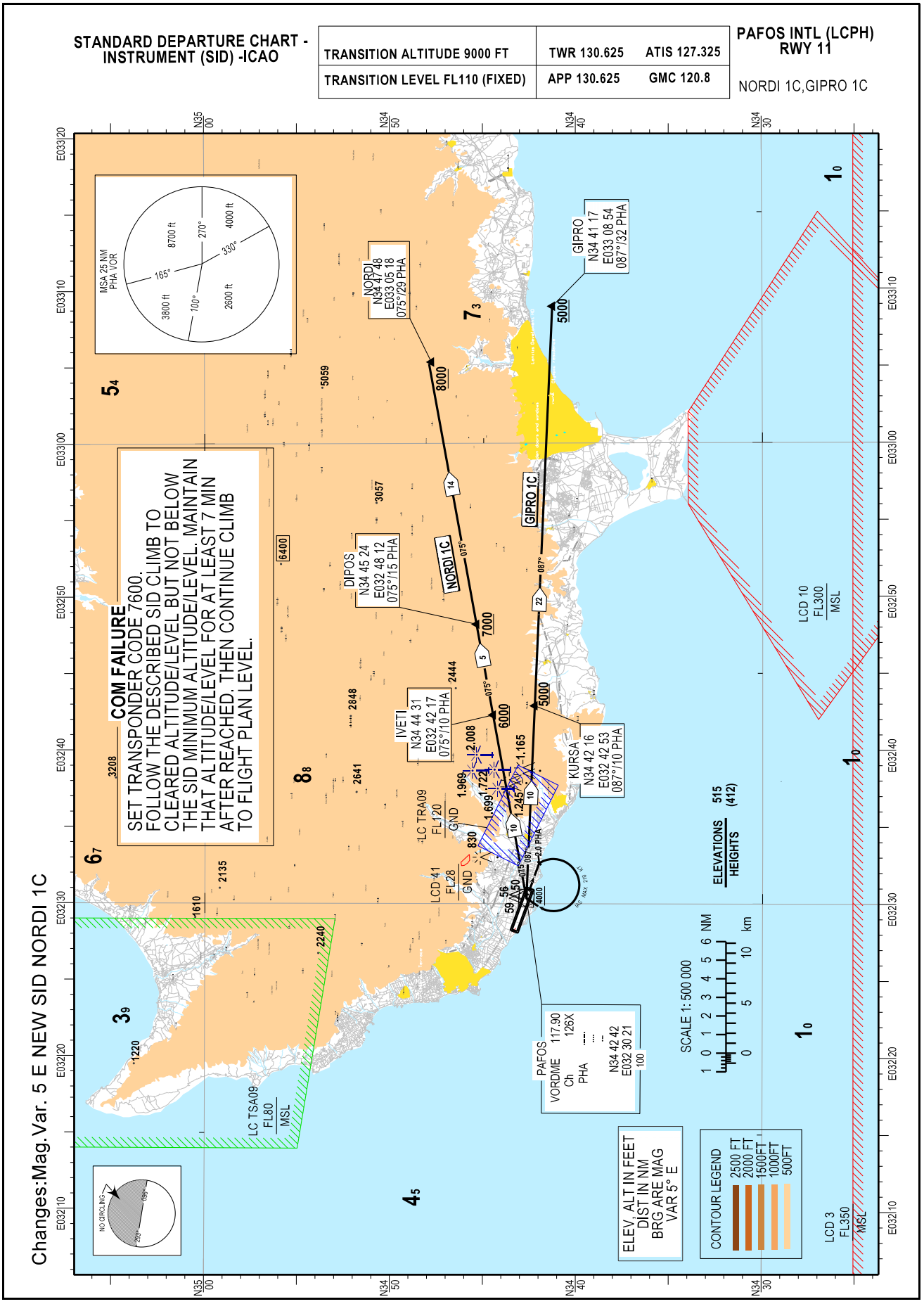
STANDARD DEPARTURE CHART - INSTRUMENT (SID) -ICAO
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.625
ATIS 127.325
APP 130.625
GMC 120.8
PAFOS INTL (LCPH)
RWY 11
NORDI 1C,GIPRO 1C
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE DESCRIBED SID CLIMB TO CLEARED ALTITUDE/LEVEL BUT NOT BELOW THE SID MINIMUM ALTITUDE/LEVEL. MAINTAIN THAT ALTITUDE/LEVEL FOR AT LEAST 7 MIN AFTER REACHED. THEN CONTINUE CLIMB TO FLIGHT PLAN LEVEL.
Changes:Mag.Var. 5 E NEW SID NORDI 1C
NORDI N34 47 48 E033 05 18 075°/29 PHA
GIPRO N34 41 17 E033 08 54 087°/32 PHA
DIPOS N34 45 24 E032 48 12 075°/15 PHA
IVETI N34 44 31 E032 42 17 075°/10 PHA
KURSA N34 42 16 E032 42 53 087°/10 PHA
PAFOS VORDME 117.90 Ch 126X PHA N34 42 42 E032 30 21
NORDI 1C
GIPRO 1C
LC TRA09 FL120 GND
LCD 41 FL28 GND
LC TSA09 FL80 MSL
LCD 10 FL300 MSL
LCD 3 FL350 MSL
ELEVATIONS HEIGHTS
515 (412)
SCALE 1: 500 000
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
ELEV. ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
MSA 25 NM
PHA VOR
NO CIRCLING

PROCEDURE DESCRIPTION STAR RWY 11/29 NORDI 1A, GIPRO 1A		
STAR DESIGNATOR	ROUTING	MEL/MEA
NORDI 1A ARRIVAL	ARRIVE TO NORDI, THEN CONTINUE ON RADIAL 075 PHA VOR TO DIPOS THEN IVETI AND THEN TO PHA VOR	NORDI: 7000FT OR ABOVE DIPOS: 6000 FT OR ABOVE IVETI: 5000 FT OR ABOVE PHA VOR: 4000 FT OR ABOVE
GIPRO 1A ARRIVAL	ARRIVE TO GIPRO, THEN CONTINUE ON RADIAL 087 PHA VOR TO KURSA AND THEN TO PHA VOR	GIPRO: 5000 FT OR ABOVE KURSA: 5000 FT OR ABOVE PHA VOR : 4000 FT OR ABOVE

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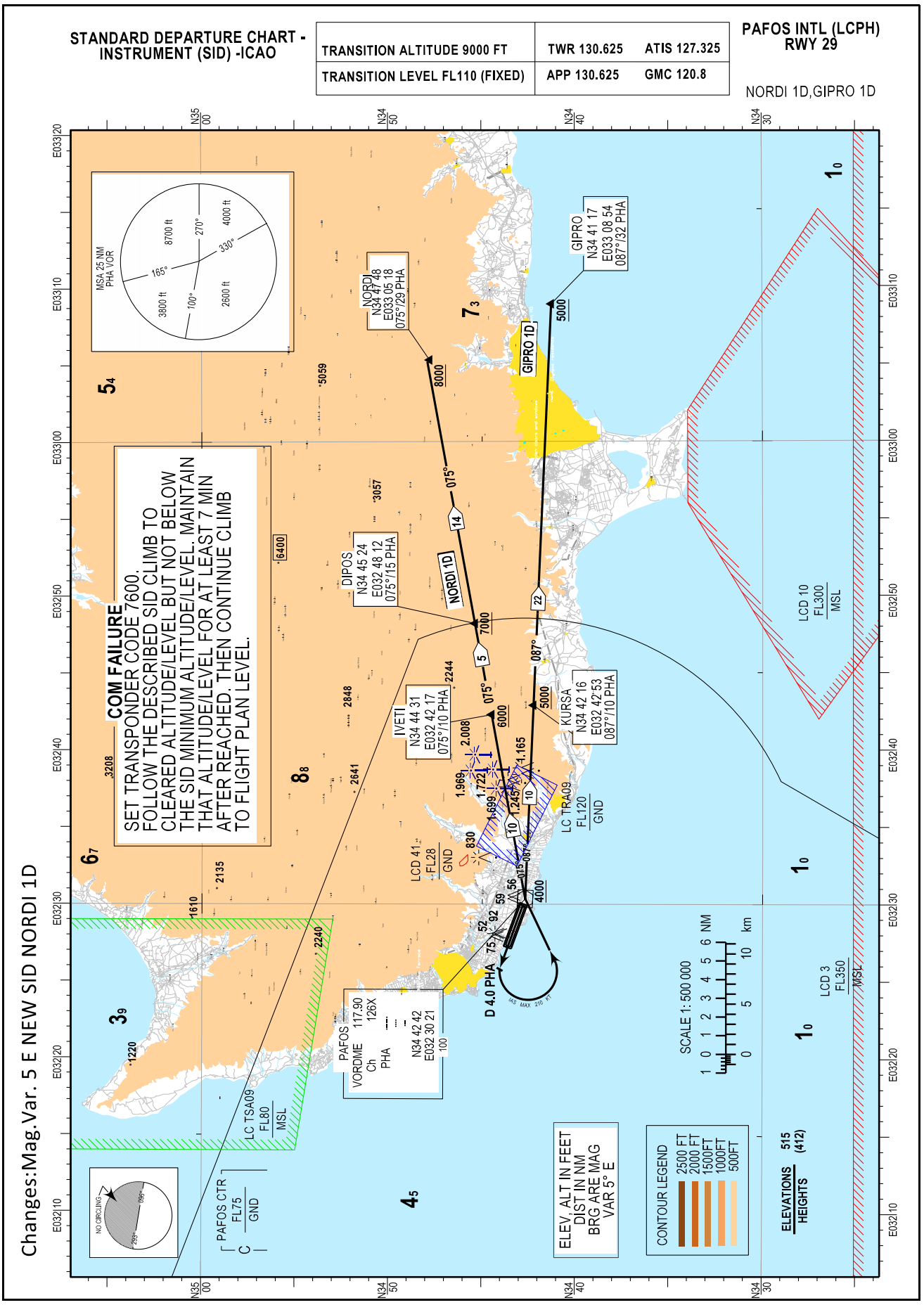
STANDARD DEPARTURE CHART - INSTRUMENT (SID) -ICAO
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.625
ATIS 127.325
APP 130.625
GMC 120.8
PAFOS INTL (LCPH)
RWY 29
NORDI 1D,GIPRO 1D
Changes:Mag.Var. 5 E NEW SID NORDI 1D
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE DESCRIBED SID CLIMB TO CLEARED ALTITUDE/LEVEL BUT NOT BELOW THE SID MINIMUM ALTITUDE/LEVEL. MAINTAIN THAT ALTITUDE/LEVEL FOR AT LEAST 7 MIN AFTER REACHED. THEN CONTINUE CLIMB TO FLIGHT PLAN LEVEL.
MSA 25 NM
PHA VOR
3800 ft
8700 ft
2600 ft
4000 ft
NORDI
N34 47 48
E033 05 18
075°/29 PHA
GIPRO
N34 41 17
E033 08 54
087°/32 PHA
DIPOS
N34 45 24
E032 48 12
075°/15 PHA
IVETI
N34 44 31
E032 42 17
075°/10 PHA
KURSA
N34 42 16
E032 42 53
087°/10 PHA
PAFOS
VORDME 117.90
Ch 126X
PHA
N34 42 42
E032 30 21
GIPRO 1D
NORDI 1D
D 4.0 PHA
LC TSA09
FL80
MSL
LC TRA09
FL120
GND
LCD 41
FL28
GND
LCD 10
FL300
MSL
LCD 3
FL350
MSL
PAFOS CTR
FL75
GND
NO CIRCLING
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
ELEVATIONS
HEIGHTS
515
(412)
SCALE 1: 500 000
NM
km

PROCEDURE DESCRIPTION SID RWY 29 NORDI 1D, GIPRO 1D		
SID DESIGNATOR	ROUTING	MEL/MEA
NORDI 1D DEPARTURE	AT 4NM PHA TURN LEFT OVERHEAD PHA VOR AND FOLLOW R075 PHA VOR TO IVETI THEN DIPOS AND THEN NORDI (MAX IAS DURING TURN 210 KT)	PHA VOR: 4000 FT OR ABOVE IVETI: 6000 FT OR ABOVE DIPOS: 7000 FT OR ABOVE NORDI :8000 FT OR ABOVE
GIPRO 1D DEPARTURE	AT 4NM PHA TURN LEFT OVERHEAD PHA VOR AND FOLLOW R087 PHA VOR TO KURSA AND THEN TO GIPRO. (MAX IAS DURING TURN 210 KT)	PHA VOR: 4000 FT OR ABOVE KURSA: 5000 FT OR ABOVE GIPRO: 5000 FT OR ABOVE

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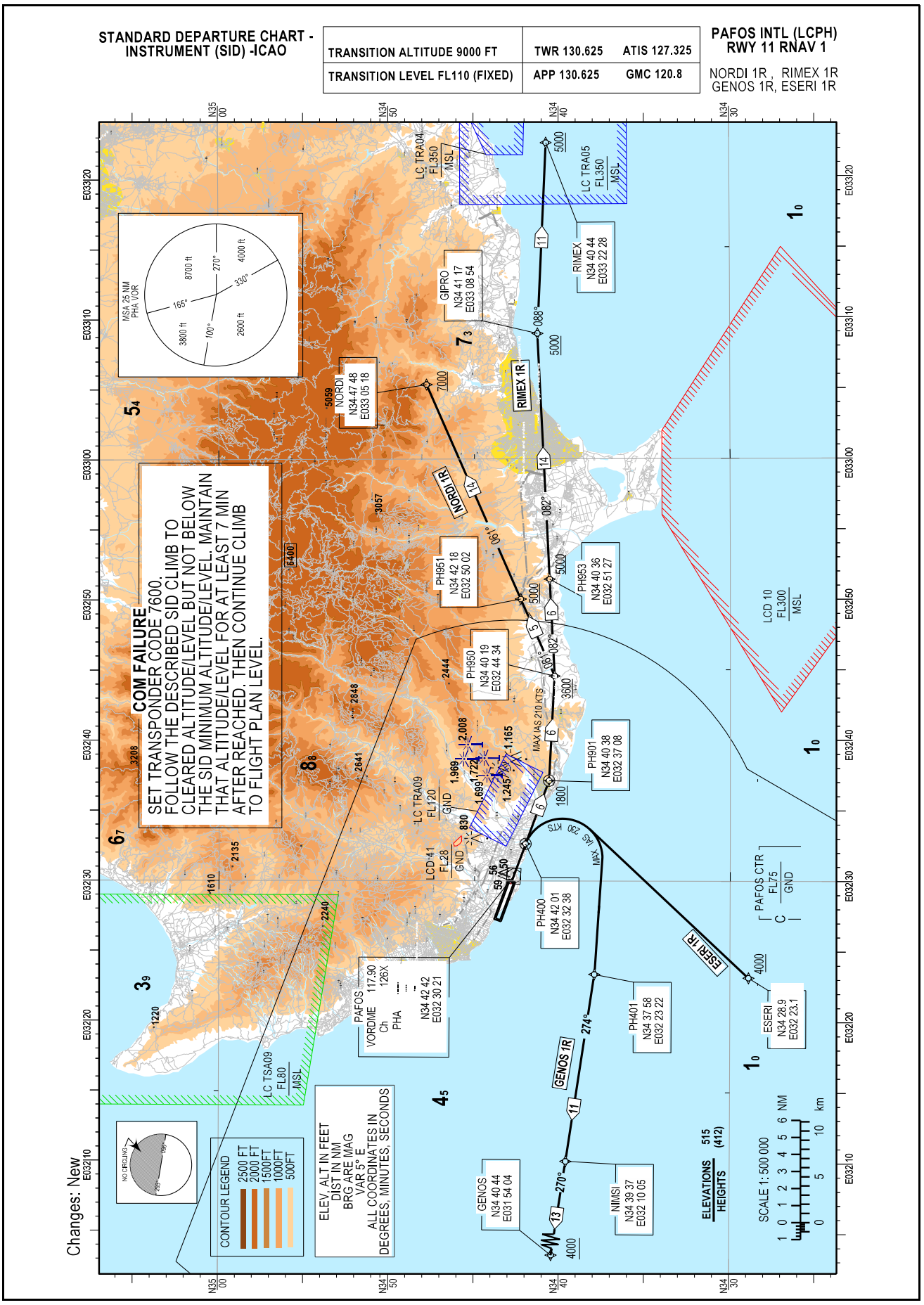
STANDARD DEPARTURE CHART - INSTRUMENT (SID) -ICAO
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.625
ATIS 127.325
APP 130.625
GMC 120.8
PAFOS INTL (LCPH)
RWY 11 RNAV 1
NORDI 1R , RIMEX 1R
GENOS 1R, ESERI 1R
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE DESCRIBED SID CLIMB TO CLEARED ALTITUDE/LEVEL BUT NOT BELOW THE SID MINIMUM ALTITUDE/LEVEL. MAINTAIN THAT ALTITUDE/LEVEL FOR AT LEAST 7 MIN AFTER REACHED. THEN CONTINUE CLIMB TO FLIGHT PLAN LEVEL.
RIMEX 1R
NORDI 1R
GENOS 1R
ESERI 1R
RIMEX N34 40 44 E033 22 28
GIPRO N34 41 17 E033 08 54
NORDI N34 47 48 E033 05 18
PH951 N34 42 18 E032 50 02
PH950 N34 40 19 E032 44 34
PH953 N34 40 36 E032 51 27
PH901 N34 40 38 E032 37 08
PH400 N34 42 01 E032 32 38
PH401 N34 37 58 E032 23 22
ESERI N34 28.9 E032 23.1
GENOS N34 40 44 E031 54 04
NIMSI N34 39 37 E032 10 05
PAFOS VORDME 117.90 Ch 126X PHA N34 42 42 E032 30 21
LC TRA04 FL350 MSL
LC TRA05 FL350 MSL
LC TRA09 FL120 GND
LCD 41 FL28 GND
LCD 10 FL300 MSL
LC TSA09 FL80 MSL
PAFOS CTR FL75 GND
MAX IAS 210 KTS
MAX IAS 230 KTS
MSA 25 NM PHA VOR
3800 ft
8700 ft
2600 ft
4000 ft
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
ALL COORDINATES IN DEGREES, MINUTES, SECONDS
ELEVATIONS 515
HEIGHTS (412)
SCALE 1:500 000
Changes: New

PROCEDURES DESCRIPTION SID RWY 11 RNAV 1
NORDI 1R, RIMEX 1R, GENOS 1R, ESERI 1R

SID Designator	Routing	MEL/MEA
NORDI 1R	CLIMB STRAIGHT AHEAD TO PH901, THEN TURN LEFT TO PH950, THEN TO PH951 AND THEN TO NORDI. (MIN PDG 4.8% UNTIL 5000FT) (MAX IAS 210 KT UNTIL PH950)	PH901: 1800FT OR ABOVE PH950: 3600FT OR ABOVE PH951: 5000FT OR ABOVE NORDI: 7000FT OR ABOVE
RIMEX 1R	CLIMB STRAIGHT AHEAD TO PH901, THEN TURN LEFT TO PH950, THEN TO PH953, THEN TO GIPRO AND THEN TO RIMEX. (MIN PDG 4.8% UNTIL 5000FT) (MAX IAS 210 KT UNTIL PH950)	PH901: 1800FT OR ABOVE PH950: 3600FT OR ABOVE PH953: 5000FT OR ABOVE GIPRO: 5000FT OR ABOVE RIMEX: 5000FT OR ABOVE
GENOS 1R	CLIMB STRAIGHT AHEAD TO PH400, THEN TURN RIGHT TO PH401, THEN NIMSI AND THEN GENOS (MIN PDG 4.1% UNTIL PH400) (MAX IAS DURING TURN 230 KT)	PH400: 550FT OR ABOVE GENOS: 4000FT OR ABOVE
ESERI 1R	CLIMB STRAIGHT AHEAD TO PH400, THEN TURN RIGHT DIRECT TO ESERI (MIN PDG 4.1% UNTIL PH400) (MAX IAS DURING TURN 230 KT)	PH400: 550FT OR ABOVE ESERI: 4000FT OR ABOVE

NORDI 1R

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
DF	PH901	344039N 0323708E	Y	-	-	-	A1800+	210	RNAV 1	-
DF	PH950	344019N 0324434E	N	-	-	L	A3600+	210	RNAV 1	-
TF	PH951	344218N 0325002E	N	061° (066.3°)	4.9	L	A5000+	-	RNAV 1	-
TF	NORDI	344748N 0330518E	N	061° (066.3°)	13.7	N/A	A7000+	-	RNAV 1	

RIMEX 1R

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
DF	PH901	344039N 0323708E	Y	-	-	-	A1800+	210	RNAV 1	-
DF	PH950	344019N 0324434E	N	-	-	L	A3600+	210	RNAV 1	-
TF	PH953	344036N 0325127E	N	082° (087.1°)	5.7	-	A5000+	-	RNAV 1	-
TF	GIPRO	344117N 0330854E	N	082° (087.2°)	14.4	-	A5000+	-	RNAV 1	-
TF	RIMEX	344044N 0332228E	N	088° (092.7°)	11.2	-	A5000+	-	RNAV 1	-

GENOS 1R

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
DF	PH400	344201N 0323238E	Y	-	-	-	A550+	230	RNAV 1	-
DF	PH401	343758N 0322322E	N	-	-	R	-	-	RNAV 1	-
TF	NIMSI	343937N 0321005E	N	274° (278.6°)	11.1	-	-	-	RNAV 1	-
TF	GENOS	344044N 0315404E	N	270° (274.9°)	13.3	-	A4000+	-	RNAV 1	-

ESERI 1R

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
DF	PH400	344201N 0323238E	Y	-	-	-	A550+	230	RNAV1	-
DF	ESERI	342855N 0322308E	N	-	-	R	-	-	RNAV1	-

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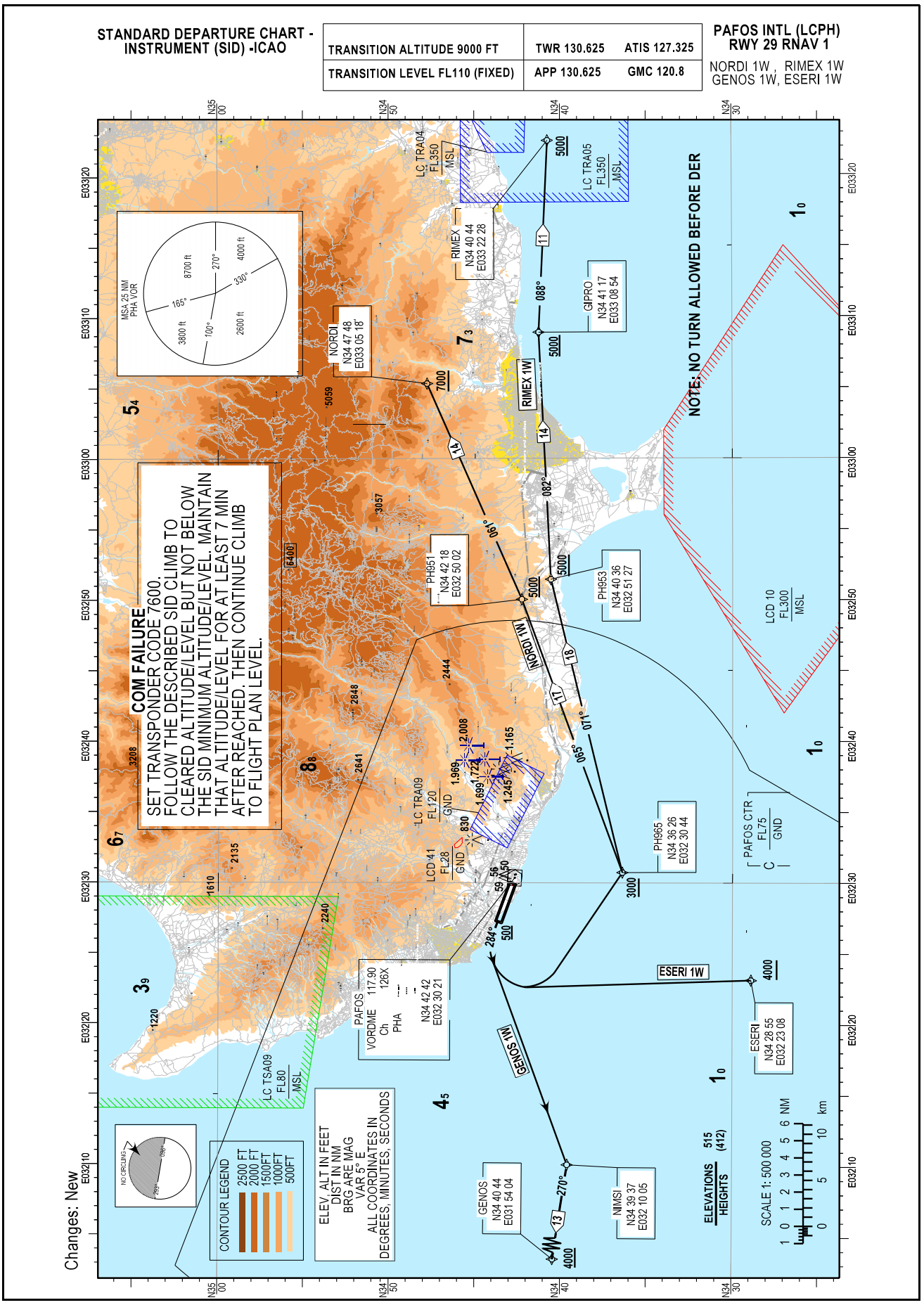
STANDARD DEPARTURE CHART - INSTRUMENT (SID) -ICAO
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.625
ATIS 127.325
APP 130.625
GMC 120.8
PAFOS INTL (LCPH)
RWY 29 RNAV 1
NORDI 1W , RIMEX 1W
GENOS 1W, ESERI 1W
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE DESCRIBED SID CLIMB TO CLEARED ALTITUDE/LEVEL BUT NOT BELOW THE SID MINIMUM ALTITUDE/LEVEL. MAINTAIN THAT ALTITUDE/LEVEL FOR AT LEAST 7 MIN AFTER REACHED. THEN CONTINUE CLIMB TO FLIGHT PLAN LEVEL.
NOTE: NO TURN ALLOWED BEFORE DER
RIMEX
N34 40 44
E033 22 28
GIPRO
N34 41 17
E033 08 54
NORDI
N34 47 48
E033 05 18'
PH951
N34 42 18
E032 50 02
PH953
N34 40 36
E032 51 27
PH965
N34 36 26
E032 30 44
PAFOS
VORDME 117.90
Ch 126X
PHA
N34 42 42
E032 30 21
ESERI
N34 28 55
E032 23 08
GENOS
N34 40 44
E031 54 04
NIMSI
N34 39 37
E032 10 05
LC TRA04 FL350 MSL
LC TRA05 FL350 MSL
LC TRA09 FL120 GND
LCD 41 FL28 GND
LCD 10 FL300 MSL
LC TSA09 FL80 MSL
PAFOS CTR FL75 GND
RIMEX 1W
NORDI 1W
GENOS 1W
ESERI 1W
MSA 25 NM PHA VOR
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
ALL COORDINATES IN DEGREES, MINUTES, SECONDS
ELEVATIONS 515 (412)
HEIGHTS
SCALE 1: 500 000
Changes: New

PROCEDURES DESCRIPTION SID RWY 29 RNAV 1
NORDI 1W, RIMEX 1W, GENOS 1W, ESERI 1W
(Note: NO TURN ALLOWED BEFORE DER)

SID Designator	Routing	MEL/MEA
NORDI 1W	CLIMB STRAIGHT AHEAD AND AFTER PASSING 500FT, TURN LEFT DIRECT TO PH965 THEN TO PH951 AND THEN TO NORDI.	PH965: 3000FT OR ABOVE PH951: 5000FT OR ABOVE NORDI: 7000FT OR ABOVE
RIMEX 1W	CLIMB STRAIGHT AHEAD AND AFTER PASSING 500FT, TURN LEFT DIRECT TO PH965 THEN TO PH953 THEN TO GIPRO THEN TO RIMEX.	PH965: 3000FT OR ABOVE PH953: 5000FT OR ABOVE GIPRO: 5000FT OR ABOVE RIMEX: 5000FT OR ABOVE
GENOS 1W	CLIMB STRAIGHT AHEAD AND AFTER PASSING 500FT, TURN LEFT TO NIMSI THEN GENOS.	GENOS: 4000FT OR ABOVE
ESERI 1W	CLIMB STRAIGHT AHEAD AND AFTER PASSING 500FT, TURN LEFT ESERI.	ESERI: 4000FT OR ABOVE

NORDI 1W

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
CA	-	-	-	284° (289.0°)	-	-	A500+	-	RNAV 1	-
DF	PH965	343626N 0323044E	N	-	-	L	A3000+	-	RNAV 1	-
TF	PH951	344218N 0325002E	N	065° (069.7°)	17.0	-	A5000+	-	RNAV 1	-
TF	NORDI	344748N 0330518E	N	061° (066.3°)	13.7	-	A7000+	-	RNAV 1	

RIMEX 1W

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
CA	-	-	-	284° (289.0°)	-	-	A500+	-	RNAV 1	-
DF	PH965	343626N 0323044E	N	-	-	L	A3000+	-	RNAV 1	-
TF	PH953	344036N 0325127E	N	071° (076.2°)	17.6	-	A5000+	-	RNAV 1	-
TF	GIPRO	344117N 0330854E	N	082° (087.2°)	14.4	-	A5000+	-	RNAV 1	-
TF	RIMEX	344044N 0332228E	N	088° (092.7°)	11.2	-	A5000+	-	RNAV 1	-

GENOS 1W

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
CA	-	-	-	284° (289.0°)	-	-	A500+	-	RNAV 1	-
DF	NIMSI	343937N 0321005E	-	-	-	L	-	-	RNAV 1	-
TF	GENOS	344044N 0315404E	N	270° (274.9°)	13.2	-	A4000+	-	RNAV 1	-

ESERI 1W

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
CA	-	-	-	284° (289.0°)	-	-	A500+	-	RNAV1	-
DF	ESERI	342855N 0322308E	N	-	-	L	A4000+	-	RNAV1	-

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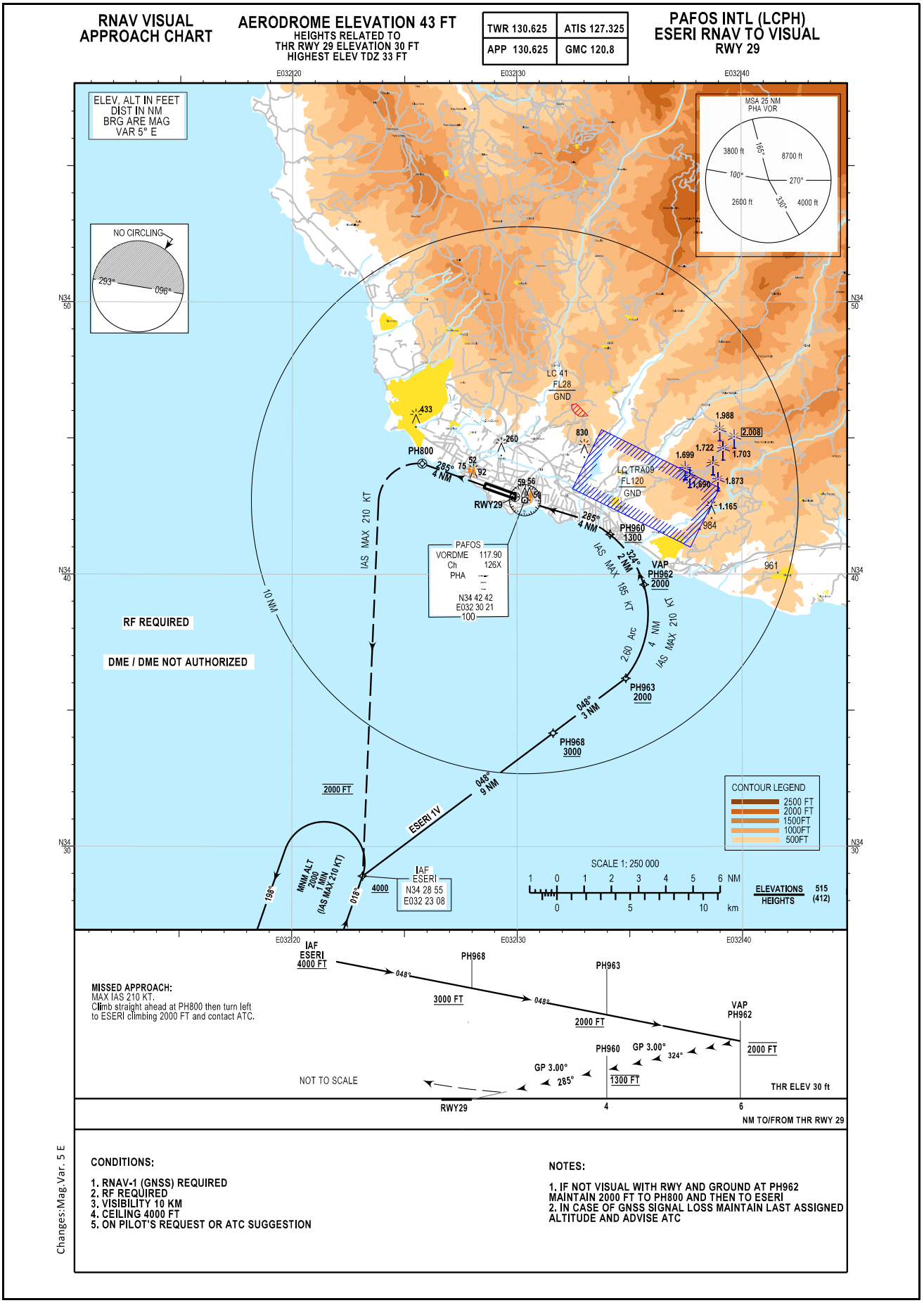
RNAV VISUAL APPROACH CHART
AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO THR RWY 29 ELEVATION 30 FT
HIGHEST ELEV TDZ 33 FT
TWR 130.625
ATIS 127.325
APP 130.625
GMC 120.8
PAFOS INTL (LCPH)
ESERI RNAV TO VISUAL
RWY 29
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
NO CIRCLING
293°
096°
MSA 25 NM
PHA VOR
3800 ft
8700 ft
2600 ft
4000 ft
185°
100°
270°
330°
LC 41
FL28
GND
LC TRA09
FL120
GND
PH800
PH960
1300
PH962
2000
PH963
2000
PH968
3000
RWY29
285°
4 NM
324°
2 NM
048°
3 NM
048°
9 NM
IAS MAX 210 KT
IAS MAX 185 KT
2.60 Arc
4 NM
10 NM
PAFOS
VORDME 117.90
Ch 126X
PHA
N34 42 42
E032 30 21
100
RF REQUIRED
DME / DME NOT AUTHORIZED
2000 FT
ESERI 1V
IAF
ESERI
N34 28 55
E032 23 08
4000
MNM ALT
2000
1 MIN
(IAS MAX 210 KT)
198°
018°
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
SCALE 1: 250 000
NM
km
ELEVATIONS
HEIGHTS
515
(412)
IAF
ESERI
4000 FT
3000 FT
2000 FT
1300 FT
GP 3.00°
MISSED APPROACH:
MAX IAS 210 KT.
Climb straight ahead at PH800 then turn left to ESERI climbing 2000 FT and contact ATC.
NOT TO SCALE
THR ELEV 30 ft
NM TO/FROM THR RWY 29
CONDITIONS:
1. RNAV-1 (GNSS) REQUIRED
2. RF REQUIRED
3. VISIBILITY 10 KM
4. CEILING 4000 FT
5. ON PILOT'S REQUEST OR ATC SUGGESTION
NOTES:
1. IF NOT VISUAL WITH RWY AND GROUND AT PH962 MAINTAIN 2000 FT TO PH800 AND THEN TO ESERI
2. IN CASE OF GNSS SIGNAL LOSS MAINTAIN LAST ASSIGNED ALTITUDE AND ADVISE ATC
Changes:Mag.Var. 5 E

RNAV TO VISUAL APPROACH CHART

AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO THR RWY 29 ELEVATION 30 FT

PAFOS INTL (LCPH)
ESERI RNAV TO VISUAL
RWY 29

Sequence Number	Path Terminator	Waypoint Identifier	Type	Fly-Over	Course/Track °Mag (°True)	Distance (Nm)	Turn Direction	Altitude (Ft)	Max Speed (KTS)	Navigation Specifications	Remarks
010	IF	ESERI	IAF	N	N/A	-	-	A4000+	-	RNAV1	
020	TF	PH968	-	N	048° (053.0°)	8.76	-	A3000+	-	RNAV1	
030	TF	PH963	-	N	048° (053.2°)	3.34	-	A2000+	-	RNAV1	
040	RF	PH962	VAP	N	N/A	3.83	L	A2000@	210	RNAV 1	If not visual with RWY Maintain 2000FT to PH800 then to ESERI
050	TF	PH960		N	324° (328.9°)	2.20	-	A1300@	185	VISUAL APCH	GP SLOPE -3.00°
060	TF	RWY29	-	Y	285° (290.3°)	3.82	-	A80@	-	VISUAL APCH	GP SLOPE -3.00°
070	CF	PH800	-	Y	285° (290.2°)	3.62	-	-	-	VISUAL APCH	
080	DF	ESERI	-	-	N/A	-	-	A2000@	210	RNAV1	
		PHC02			ARC RADIUS 2.6 NM					RNAV1	

RNAV HOLDINGS

Holding Point	Inbound Track °True	Inbound Track °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
ESERI	023.5°	018°	L	210	A2000+	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
ESERI	34 28 55.16N 032 23 07.66E
PH968	34 34 11.47N 032 31 36.13E
PH963	34 36 11.44N 032 34 50.45E
PH962	34 39 37.49N 032 35 38.85E
PH960	34 41 30.69N 032 34 16.15E
RWY29	34 42 50.18N 032 29 55.23E
PH800	34 44 05.45N 032 25 47.76E
PHC02	34 38 16.51N 032 32 57.14E

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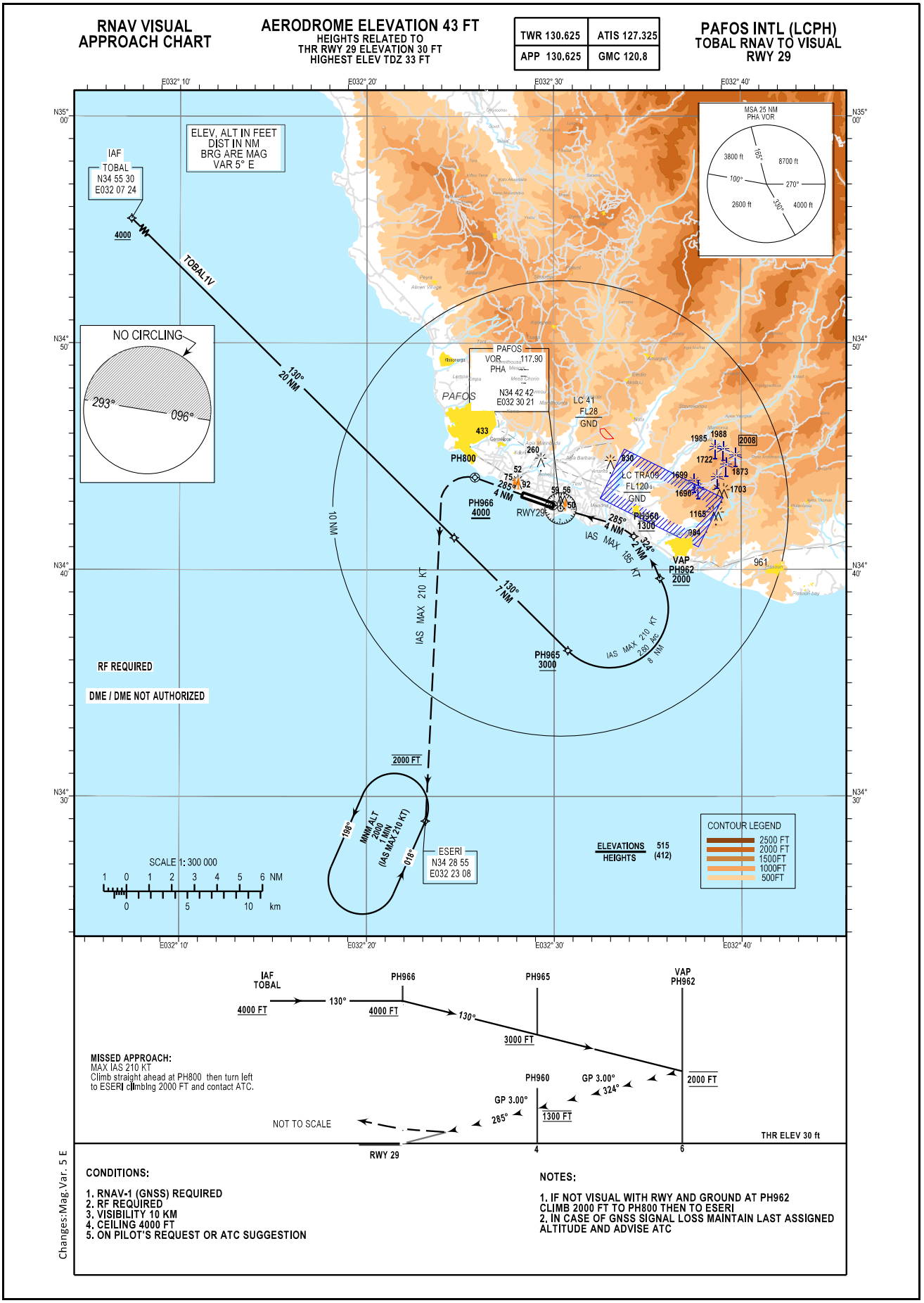
RNAV VISUAL
APPROACH CHART
AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO
THR RWY 29 ELEVATION 30 FT
HIGHEST ELEV TDZ 33 FT
TWR 130.625
ATIS 127.325
APP 130.625
GMC 120.8
PAFOS INTL (LCPH)
TOBAL RNAV TO VISUAL
RWY 29
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
IAF
TOBAL
N34 55 30
E032 07 24
4000
TOBAL1V
NO CIRCLING
293°
096°
MSA 25 NM
PHA VOR
3800 ft
8700 ft
2600 ft
4000 ft
PAFOS
VOR 117.90
PHA
N34 42 42
E032 30 21
LC 41
FL28
GND
LC TRA05
FL120
GND
PH800
PH966
4000
PH965
3000
PH960
1300
VAP
PH962
2000
RWY29
130°
20 NM
7 NM
4 NM
285°
324°
10 NM
IAS MAX 210 KT
IAS MAX 185 KT
RF REQUIRED
DME / DME NOT AUTHORIZED
2000 FT
198°
018°
MNM ALT
2000
2 MIN
(IAS MAX 210 KT)
ESERI
N34 28 55
E032 23 08
SCALE 1: 300 000
NM
km
ELEVATIONS
HEIGHTS
515
(412)
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
IAF
TOBAL
4000 FT
130°
PH966
4000 FT
130°
PH965
3000 FT
VAP
PH962
2000 FT
PH960
GP 3.00°
1300 FT
NOT TO SCALE
RWY 29
THR ELEV 30 ft
MISSED APPROACH:
MAX IAS 210 KT
Climb straight ahead at PH800 then turn left
to ESERI climbing 2000 FT and contact ATC.
CONDITIONS:
1. RNAV-1 (GNSS) REQUIRED
2. RF REQUIRED
3. VISIBILITY 10 KM
4. CEILING 4000 FT
5. ON PILOT'S REQUEST OR ATC SUGGESTION
NOTES:
1. IF NOT VISUAL WITH RWY AND GROUND AT PH962
CLIMB 2000 FT TO PH800 THEN TO ESERI
2. IN CASE OF GNSS SIGNAL LOSS MAINTAIN LAST ASSIGNED
ALTITUDE AND ADVISE ATC
Changes:Mag.Var. 5 E

RNAV TO VISUAL APPROACH CHART

AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO THR RWY 29 ELEVATION 30 FT

PAFOS INTL (LCPH)
TOBAL RNAV TO VISUAL RWY 29

Sequence Number	Path Terminator	Waypoint Identifier	Type	Fly-Over	Course/Track °Mag (°True)	Distance (Nm)	Turn Direction	Altitude (Ft)	Max Speed (KTS)	Navigation Specifications	Remarks
010	IF	TOBAL	IAF	N	N/A	-	-	A4000+	-	RNAV1	
020	TF	PH966	-	N	130° (134.6°)	20.00	-	A4000+	-	RNAV1	
030	TF	PH965	-	N	130° (134.8°)	7.05	-	A3000+	-	RNAV1	
040	RF	PH962	VAP	N	N/A	7.54	L	A2000@	210	RNAV 1	If not visual with RWY Maintain 2000FT to PH800 then to ESERI
050	TF	PH960		N	324° (328.9°)	2.20	-	A1300@	185	VISUAL APCH	GP SLOPE -3.00°
060	TF	RWY29	-	Y	285° (290.3°)	3.82	-	A80@	-	VISUAL APCH	GP SLOPE -3.00°
070	CF	PH800	-	Y	285° (290.2°)	3.62	-	-	-	VISUAL APCH	
080	DF	ESERI	-	-	N/A	-	-	A2000@	210	RNAV1	
		PHC06			ARC RADIUS 2.6 NM					RNAV1	

RNAV HOLDINGS

Holding Point	Inbound Track °True	Inbound Track °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
ESERI	023.5°	018°	L	210	A2000+	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
TOBAL	34 55 30.00N 032 07 24.00E
ESERI	34 28 55.16N 032 23 07.66E
PH966	34 41 24.54N 032 24 39.85E
PH965	34 36 25.73N 032 30 43.83E
PH962	34 39 37.49N 032 35 38.85E
PH960	34 41 30.69N 032 34 16.15E
RWY29	34 42 50.18N 032 29 55.23E
PH800	34 44 05.45N 032 25 47.76E
PHC06	34 38 16.51N 032 32 57.14E